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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

		E				O			
		A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	
Canton	...Dep.					E 4.45			
Shumshun	...Dep.	7.19	8.08	10.38	11.40	3.00	4.17	5.13	
Shengshui	...Dep.	7.28	8.18	10.48	11.47	3.07	4.24	5.20	
Fanling	...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	
TaiPoMarket	Dep.	7.41	8.27	10.59	12.01	3.22	4.38	5.34	
Tsiao	...Dep.		8.31	11.04	12.07	3.25	4.38	5.38	
Shatin	...Dep.	7.58	8.44	11.17	12.21	3.29	4.56	5.51	
Yamati	...Dep.	8.12	8.57	12.30	12.33	3.50	5.08	6.03	
Kowloon	...Arr.	8.20	9.06	11.37	12.41	3.58	5.16	6.11	

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KUOMINTANG AND COMMUNISTS.

DARK AGES RULE AT KIUKIANG.

MEDIAEVAL TORTURES PRACTISED BY COMMUNISTS.

FOREIGN CEMETERY DESECRATED.

KIUKIANG, April 26th.

The expected attack by farmers on the local extremists did not materialize, writes the *N.C. Daily News* correspondent. The farmers had no firearms and feared the soldiers might turn against them, so they decided discretion was the better part of valour. The extremists have continued to seize people in the streets, to tie them up and parade them around. Several moderates have been strung up by one ankle, upside down, and others have been tortured by having their faces beaten with sticks so that their noses and teeth are broken. The Left Wing at Hankow have appointed a new magistrate, a Communist, who encourages these medieval barbarities.

There has been some reaction during the past few days. In one lantern procession, when the coolies shouted, "Down with Chiang Kai Shek," soldiers intervened, arrested several and beat them. The news that Chiang Kai Shek's 1st Army may be on the way to this province also has had a sobering effect.

Looking In Concession.

In the Concession, a state of confusion continues. Mr. Chao, director of the Bureau, has leased the rooms recently occupied by the agent of Messrs. Andersen, Meyer & Co. The rooms were leased fully furnished. Messrs. Andersen & Meyer managed a large cotton mill here and the mill hands felt they had a grievance because they had not received a full six-months' pay when the mill was closed, so they came to the Concession and looted the furniture from the flat whilst Mr. Chao looked on, powerless to prevent it. Kiukiang was the second Concession to be returned to the National Government and it might have been expected that the Government would make some attempt at a brave show before the world of what it could do. Your readers will have seen a description of the disgusting state into which the Concession has been allowed to fall in the last account sent you, and now we have the spectacle of the director of the Concession, appointed by the proud Government, looking on in impotence while a crowd of 30 coolies loot his residence.

THE PERFECT SOVIET IN CHINA.

RAILWAY DISASTERS:
MERCHANTS RUINED.

CONDITIONS BETWEEN
CHANGSHA AND
HANKOW.

A resident who knows intimately the country between Changsha and Hankow describes the condition of Sovietism which prevails there at the present day and which the Communists hope to spread to places beyond. It is probably three years since the first glimmerings of the Soviet doctrine illumined that area, and this occurred at the Pinghsiang mines. These are owned by the Hanyehping Corporation, but since the workers commenced Soviets of their own, it is very unlikely that the owners have had any profit from the venture or any control over it. Pinghsiang is important to the southern branch of the Peking-Hankow Railway. From Wuchang a line of the railway runs south to Changsha, and then carries on as far as Pinghsiang. Naturally, therefore, the collieries at Pinghsiang supply the coal for this section of the line.

A Ready Conquest.

As elsewhere the Soviet agents seem to have conceived that among miners they would have a good field for their operations, and accordingly in the first place they opened work among the 4,000 men of the Pinghsiang mines. Cells of 10 men each, with a leader from amongst the number, were selected, and the workmen proceeded to take over the colliery. Presumably there were a sufficient number of men who joined these Soviets with enough knowledge to carry on the work of getting coal without any serious disasters, for all expert supervision was done away with.

From the mines the Soviet principle spread to the branch of the Peking-Hankow Railway running to Pinghsiang. The same Soviet organization gradually spread

Along with so much that is unsatisfactory, it is good to be able to report that the strike of shipping companies' coolies has been settled on the same terms as were offered on Christmas Day. They will get no pay for the period of the strike, which lasted three and a half months. Steamers now are busy loading the accumulation of export cargo in the hulks and godowns and it is only too evident that the coolies are delighted to be back at work again with full stomachs.

Cemetery Desecrated.

It was learned with deep regret that the foreign cemetery, which lies two miles below Kiukiang on the river bank, had been desecrated by soldiers of the National Government. An inspection has revealed that many of the tombstones have been pushed over and broken and some of the more valuable stones of marble have been stolen and carried away. Amongst the damaged stones are some on which the names can still be read. The desecration of graves is an unpardonable offence in any country. In China, where the cult of ancestor worship has flourished for a thousand years and more, it is not only an unpardonable offence but also unforgivable insult.

To Kiukiang, the truth about Nanking is beginning to arrive. We hear of one authentic case where a foreigner was bound with ropes, while his wife was ravished before his eyes. How much longer are our women and our dead to remain the bait to prove how worthless are crazy boasts!

It is a matter of common knowledge amongst the Chinese at Kiukiang that the man who organized the Nanking outrages is the same who organized the looting of the Kiukiang Concession. He is the chief of the Political Bureau of the 6th National Army. The Communist Army also could have prevented the looting of the Kiukiang Concession by his troops if he wished. He was in Kiukiang at the time, but he condoned the deed and allowed the coolies to go unpunished. With their appetites whetted at Kiukiang, his same troops perpetrated the Nanking horrors. He was the chief and on his head also must rest the blame.

along the railway, until with the advent of the troops from Canton it had an opportunity of coming into full flower. Everything is done by groups of 10's along the line, and the railwaymen buy coal from their Bolshevik comrades at Pinghsiang for the running of the locomotives.

A Disastrous Experiment.

The fact that the mines are still working and the railway still running might be considered *prima facie* evidence that there is nothing materially wrong with management on Soviet principles—except so far as the unfortunate shareholders and those holding the mortgage are concerned. Unfortunately this is anything but the case, for the way things are going, with all foreign and other expert supervision lacking, is disastrous.

Within a few days recently no fewer than three trains were derailed on the railway, and to get them back and to put such sections of the line in order as had been damaged by their derailment cost thousands of dollars, all of which could have been saved had expert control been to the condition of the line and put to rights the defects which had developed.

It should not, however, be regarded as surprising that it is possible, with the aid of a number of experienced foremen, for these Communist workers to continue running the railway. Lines such as these have been constructed with a view to life and stability, and it is a mistake to imagine that they can go to pieces as quickly as many people have suggested. It is, however, unsafe to travel upon them after they have been in such control as we have just described, and the most serious accidents will be a constant feature.

The Spread of Communism.

From Pinghsiang along the railway to Wuchang, thence to Hankow and now for perhaps 90 miles north, this Sovietization has spread. Already it has resulted in the railway paying \$18 or \$19 a ton for coal instead of the \$6 or \$7 which formerly was the case thanks to the proximity of the mines.

(Continued on next column.)

PURIFICATION OF KUOMINTANG.

STATEMENT BY SHANGHAI BRANCH.

COMMUNISTS AND OTHERS TO BE DRIVEN OUT.

We have received the following document describing the purge which the Kuomintang propose to apply to the party, from the Shanghai branch of the Kuomintang, says last Friday's *North-China Daily News*.

It states:—

To understand clearly the objects of the movement for the purification of the Kuomintang Party, it is necessary to know first the actual conditions of the present time. We have not yet accomplished the aims of the Revolution. We are only at the beginning of the task; and while victory is already in sight, it is of the utmost importance at this juncture to carry on the Revolution to a successful end. We must stand together and face the common cause with a united mind. The slightest neglect on our part will not only defeat the Revolution, but will also make it impossible to attain the objects of liberty and equality for the Chinese nation.

Unscrupulous and Destructive.

Therefore, all members of the party must know the gravity of their responsibility. At this critical moment, the undesirable elements are unscrupulously and untiringly doing the work of destruction, and if we do not check it in an effective manner, it will not only mean the fall of the Party but also the failure of the Revolution. With this in view, we adopt the following for the purification of the Party. First, to purge the Party of the Communists, and secondly to purge the Party of the opportunists and other undesirable elements.

It will be remembered that when Dr. Sun Yat Sen admitted members of the Communist Party into the Kuomintang, he was quite aware of the fact that Communism was not fit for China. But as the Communist Party were ready to give up their communistic belief, and willing to be directed by the Kuomintang in order to co-operate in the work of the Revolution, it was only natural that they should be admitted into the Party. But since the beginning of the Northern Expedition, while members of the Kuomintang have been labouring faithfully either on the field of battle or elsewhere, and while the militarists of the country have been gradually eliminated, the Communists, taking advantage of our success, have seized important cities as their centres for propaganda and usurped the power of the Party. Our military successes are being utilized by them to inflame the undesirable sections of the populace to undermine our forward move and to create disturbances in the rear.

Opportunists And Others.

Apart from the Communist members who are to be condemned, there are also the opportunists and other undesirable elements in the Party. It is they who shamefully steal the name of the Party for their selfish gains, and it is also they who falsify the power of the party for their personal activities and aggrandisement. There is a crime no less serious than that of the Communists.

For the welfare of the Revolution as well as that of the Kuomintang, we are forced to adopt this strong measure to purge the Party of all the undesirable elements.

When the Southern advance took place Whampoa Cadets—political, not military—entered the area south of Wuchang and proceeded to educate the people in Bolshevism. Temples and the houses of the wealthy were used as "Kuomintang Clubs"—such was the title given to nests of Bolshevism. "principles" of Sun Yat Sen were abbreviated, and children were daily taught that there is no deity and that there is no such thing as wrong. The "Kuomintang Clubs" were simply schools for Bolshevism. As a result of all this teaching there is not a merchant in Changsha to-day who is not ruined.

Our informant states that posters have been seen urging the emancipation of women; although so far no attempt has been made to interfere with the marriage customs of the people.—*North China Daily News*.

CHANG TSO LIN'S POLICY.

PLAYING OFF JAPAN AGAINST RUSSIA.

REFUGEES FLOCKING TO SAFETY.

MUKDEN, April 16th.

It is stated on very good authority that the Japanese are doubling their Manchurian garrison, for fear of serious eventualities, and in Japanese circles there are ominous discussions of dark times ahead. The impression amongst Japanese is general that Marshal Chang Tso Lin is deliberately seeking to force the hand of Japan against Soviet Russia by bringing about a war. The Marshal has always been noteworthy for his astute political and diplomatic policies, the Japanese having had samples. The Japanese in Manchuria are highly nervous these days.

Foreign refugees are finding their way to Mukden from various points and it is noteworthy that many Russian families are coming in daily from Harbin. In Dairen and Port Arthur, it is becoming more and more difficult to obtain suitable accommodation, wealthy Chinese from Tientsin, Peking, Chefoo and Tsingtao having been first in the field and secured the best of the houses. Then, too, there is a galaxy of ex-Presidents, generals and politicians with their bodyguards and secretaries in Dairen. It is once again the case of people who think nothing of rushing for the concessions in times of stress though in times of peace they find it convenient to talk much about sovereign rights and territorial integrity.

Guarding The Borders.

In the interval, the Manchurian authorities are drafting stringent regulations concerning passports, visas, etc., in an effort to trace and arrest undesirable—and it is being hinted that very shortly there will be a system of examining people coming across from the Japanese town. Whether this system would be enforced remains to be seen, but the Japanese are likely to protest against their nationals being subjected to any such examination or search. Many Russian families, notably the Reds, are moving into the Japanese area.

Although the Soviet has intimated its intention to leave all the consular officials in China as they are, the Manchurian authorities have hinted that it would be a good thing for Moscow to withdraw these folk also. The idea seems to be that there would be nothing to prevent the consular officials from carrying on from where the embassy left off. There can be no question but that Marshal Chang and his colleagues are keeping up a very strong policy against the Reds and now that the Northerners are commencing to have the best of the argument with the Southerners, this policy is not likely to undergo a change.—*North China Daily News*.

SCOUTS' ESSAY COMPETITION.

WON BY MEMBER OF CHINESE TROOP.

Entries for the Essay Competition (the subject being "Honour") were very few which was disappointing, says *The Silver Wolf*, the local Scouts Magazine. The prize was awarded to Scout Yip Fu To who receives \$5, and \$5 also goes to the Funds of the 20th Troop of which he is a member. A translation of the Essay sent in by Yip Fu To is as follows:—

"Sincerity is Truthfulness." Confucius says "A man without Truth knows not what will become of him."

A man can only maintain his reputation in Society by being sincere, as it is obvious that if you break faith with others they will not trust you, which amounts to injuring yourself.

"Practice" so runs an old saying, "becomes second nature." Sincerity if not checked will become a fixed habit, and will be a danger to those who indulge in it. Once a boy was fishing at a pond without success and to amuse himself he cried out for help and then laughed at people who came to his assistance. Another time he was walking along the edge of the pond and was so pleased with the sight of the fishes playing with one another that he did not look where he was going and fell into the water. He cried out for help but people thought he was fooling again and took no notice, so he was drowned and death was the result of not being truthful.

The first Scout Law is to be truthful. This keeps the boys straight and maintains their honour. By keeping true one can face God and man because there is nothing to be afraid of.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

May 3rd, 1927.	
R.K. Bank	£1,037 1/2 buy.
Do.	£1,037 1/2 nom.
Chartered Bank	£280 nom.
Merchants Bank, A. & B.	£232 nom.
Do.	£213 1/2 nom.
P. & O. Bank	£294 nom.
East Asia Bank	£288 nom.
Canton Insurance	£680 nom.
China Underwriters	£9,800 nom.
North China Ins.	£114 1/2 buy.
Union Insurance	£280 buy.
Yangtze Insurance	£84 nom.
China Fire Insurance	£265 buy.
Hong Kong Fire Ins.	£200 buy.
Douglases	£31 nom.
Steamboats	£22 buy.
Hong Kong Tugs	£110 nom.
Indo-China (Prof.)	£30 nom.
Do. (Def.)	£30 nom.
Shell Transport	£143 buy.
Star Ferries	£47 sel.
Waterboats	£143 buy.
China Sugars	£181 buy.
Malayan Sugars	£181 buy.
Benguet	£170 buy.
Kailash Mining Ad.	£30 buy.
Langkai (combined)	£11.31 nom.
Do. (single)	£11.31 nom.
S'has Explorations	£11.31 nom.
Shanghai Loans	£11.31 nom.
Rails	£11.31 nom.
Tronoh Mines	£11.31 nom.
Ural Caspian	£11.31 nom.
H.K. & W. Wharfe	£11.31 nom.
H.K. & W. Docks	£11.31 nom.
Hongkong	£11.31 buy.
New Engineering	£11.31 buy.
Shanghai Docks	£11.31 buy.
H.K. & S. Hotels	£11.31 buy.
H.K. Land	£11.31 buy.
Hong Kong Realty	£11.31 buy.
H.K. Territorials	£11.31 buy.
Humphreys Estates	£11.31 buy.
Prince's Buildings	£11.31 buy.
Rural Lands	£11.31 buy.
Swo Cottons	£11.31 buy. & sa.
Oriental	£11.31 buy. & sa.
Shanghai Cottons (old)	£11.31 buy. & sa.
Do. (new)	£11.31 buy. & sa.
China House	£11.31 buy. & sa.
H.K. Travellers	£11.31 buy. & sa.
Peak Tram (old)	£11.31 buy. & sa.
Do. (new)	£11.31 buy. & sa.
Singapore Tractions	£11.31 buy. & sa.
Taxis	£11.31 buy. & sa.
Amusements	£11.31 buy. & sa.
Canton Ice	£11.31 buy. & sa.
Cement (combined)	£11.31 buy. & sa.
Do. (old)	£11.31 buy. & sa.
Do. (new)	£11.31 buy. & sa.
China Light (coal)	£11.31 buy. & sa.
Do. (old)	£11.31 buy. & sa.
Do. (new)	£11.31 buy. & sa.
China Providents	£11.31 buy. & sa.
Constructions	£11.31 buy. & sa.
Dairy Farms	£11.31 buy. & sa.
Der A Wings	£11.31 buy. & sa.
H.K. Electric	£11.31 buy. & sa.
Macao Electric	£11.31 buy. & sa.
H.K. Power (old)	£11.31 buy. & sa.
Do. (new)	£11.31 buy. & sa.
Lane Crawford	£11.31 buy. & sa.
Mackintosh	£11.31 buy. & sa.
Sincere	£11.31 buy. & sa.
United Asbestos	£11.31 buy. & sa.
Watsons (old)	£11.31 buy. & sa.
Wm. Powells	£11.31 buy. & sa.
Telephones	£11.31 buy. & sa.

EXCHANGE.

CLOSING QUOTATIONS.

May 3rd, 1927.	
On LONDON.—	
Telegraphic Transfer	2/0
Bank Bills, on demand	2/0
Bank Bills, at 30 days' sight	2/0
Bank Bills, at 4 months' sight	2/0
Credit, at 4 months' sight	2/1
Documentary Bills, at 4 months' sight	2/1
On PARIS.—	
Bank Bills, on demand	1,245
Credit, at 4 months' sight	1,320
On NEW YORK.—	
Bank Bills, on demand	48
Credit, at 60 days' sight	50 1/2
On BOMBAY.—	
Telegraphic Transfer	135 1/2
Bank Bills, on demand	135 1/2
On CALCUTTA.—	
Telegraphic Transfer	135 1/2
Bank Bills, on demand	135 1/2
On SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On YOKOHAMA.—	
On MANILA.—	
On SINGAPORE.—	
On BATAVIA.—	
On HANKOW.—	
On SOERABAYA.—	
On BANGKOK.—	
Sovereigns, Bank's Buying rate	\$9.60
Gold Laid, 100 fine, per tola.	27.41
Bar Silver, per oz.	25 1/2

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUSSIA, May 2nd.	
Paris	124
Brussels	24.33
Berlin	20.50
Oslo	18.77
Helsingfors	19.27
Athens	38.29
Buenos Aires	47/19 3/4
Hong Kong	2/0
New York	4.50
Amsterdam	12.13 1/2
Stockholm	18.16
Vienna	24.52 1/2
Madrid	27.41
Bucharest	70 1/2
Bombay	1/5 55/64
Yokohama	1/11 11/16
Geneva	35.33
Milan	24.11/16
Copenhagen	18.31
Prague	18.31
Lisbon	2/17 3/4
Rio	5/27 3/4
Shanghai	3/4
Silver (spot)	25 1/2
Silver (forward)	25 1/2

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BOOKMAKERS' BAD TACTICS.

MR. CHURCHILL'S WARNING.

BETTING TAX NOT GIVEN FAIR CHANCE.

MORE SUPPORT FOR TOTALISATOR.

Has a really wise policy been adopted by bookmakers generally and turf commission agents in regard to the betting tax? asked Mr. Churchill, the Chancellor of the Exchequer, when replying to a deputation on the betting tax.

Mr. Churchill himself answered the question.

"Every time, in your agitation," he said, "that you dwell upon the crushing effect of the tax, how it will ruin sport, how it will prevent betting altogether, and so on, you tend to alarm the betting public and discourage your clientele. I do not in the least complain of criticism or agitation so long as it is fair, but I think you must yourselves consider the depressing effect which some of the incidents and propaganda of this autumn must have had upon the betting public."

The deputation, which Mr. Churchill received at the Treasury, was representative of the Turf Guardian Society, the Betting Duty Reform Association, and the Northern Bookmakers' and Backers' Protection Association. The deputation was introduced by Sir Frank Meyer, M.P.

Other points from Mr. Churchill's reply were:

Effects On Racing.

I do not say that this propaganda is the sole cause, but it is a cause that has played its part. There is always a certain amount of friction and disturbance in bringing new taxes into operation, and I do not think you have helped yourselves to face the initial difficulties in the best possible way.

Now let us see what has been the effect. Opinions differ about this, and I cannot expect that you will agree with the view which I take on the evidence supplied to me.

First, the tax has not seriously injured racing. I am informed that at the sales in the autumn bloodstock realised the highest records that have ever been known.

There is no doubt that statistics show a considerable decline in attendance [at race meetings], but there are several causes which have led to that. No doubt the betting tax is one of them. But, in our opinion, the industrial depression caused by the aftermath of the recent coal dispute has had a far more serious effect than the imposition of the tax. The weather is evidently a more important factor than either.

We consider that the only possible test must be the flat racing season which has only just begun.

Lincoln Attendance.

The Lincoln meeting, according to the Jockey Club figures of this year, had an attendance of 9.8 per cent. more than the one last year.

We do not believe that any evidence has been yet produced which proves that there will be a great diminution of attendance, and we are sure that conclusions can only be reached after a trial during the flat-racing season.

Alleged Evasion.

You have spoken upon the question of evasion—that betting is being rapidly transferred to illegal channels. We have no evidence that there is any noticeable transfer to illegal channels.

The Post Office state that there is no appreciable change in the volume of telegrams that they are called upon to deliver. We shall be able to see in the flat-racing season exactly what the facts are. We do not expect any appreciable diminution in the receipts of entertainment tax.

We estimated that up to March 31st, the end of the financial year, £1,500,000 would be received by the Exchequer; actually about half that sum has been received. But there were no materials available upon which to base an exact calculation.

We formed the conclusion that the tax would yield £8,000,000 through the year. We still believe it will yield a very large proportion of that sum.

(Continued on next column).

CANTON INSURANCE OFFICE.

ANNUAL REPORT.

The report of the Canton Insurance Office, Ltd., which will be presented to the shareholders at the 40th ordinary meeting to be held on Tuesday, May 17th, states:

1925 Account.—After paying an interim dividend of \$18 per share on May 18th, 1926, the amount standing to the credit of this Account is \$674,362.81.

This is resolved to deal with in the following manner:—

To pay a final dividend of \$22 per share..... \$220,000.00
To add to Underwriting Suspense Account to close the year 1925..... 454,362.81
\$674,362.81

1926 Account.—The amount standing to credit of this Account is \$2,351,296.94. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share amounting to \$180,000.00. The balance of \$2,171,296.94 will be carried forward.

Consulting Committee.—The General Agents regret to have to record the death of Sir C. P. Chater, C.M.G., who has been actively interested in this Company since 1891 in the capacity of a member of the Consulting Committee.

Sir Robert Ho Tung, Messrs. A. H. Compton, L. Dunbar, A. S. Gubbay, Henry Humphreys, T. E. Pearce and H. P. White retire but, being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. Lowe, Bingham & Matthews and Percy Smith, Seth & Fleming who, being eligible, offer themselves for re-election.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

The report of the Directors of the China Provident Loan and Mortgage Company, Limited, which is to be presented at the ordinary annual meeting to be held at noon on Saturday, May 14th, states:

After inclusion of all expenditure incurred in connection with the investigation of the Company's affairs, amounting to \$23,908.98 over and above the Reserve previously created, and the omission of interest on loans amounting to \$135,831.77 the recovery of which is considered doubtful, the year's working shows a loss of \$74,700.37.

The following adjustment is considered necessary:—Transfer to Reserve for Bad and Doubtful Loans \$233,423.13, creating a Debit Balance of \$298,123.50 which, together with the balance (adjusted at the annual general meeting held on November 18th, 1926) from last year's account, leaves a net deficit of \$2,951,236.

Directors.—Messrs. A. L. Alves and T. B. Wilson have been invited to join the Board, and their appointment requires your consent. Under the Articles of Association Sir Robert Ho Tung and Mr. C. B. Brooke retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Linstead and Davis and Messrs. Percy Smith, Seth & Fleming, who offer themselves for re-election.

For my part I claim that we must have an opportunity of seeing the tax at work under good conditions during the flat racing season before can in any way decide whether a change is needed, or in what direction that change should be made.

What I strongly urge and strongly advise is to give the tax a fair trial over the flat-racing season or a large part of it.

If it is found that there is an injury to racing as measured by attendances. Then I shall be willing to reconsider both the method and the weight of the tax in the light of the experience which will have been obtained.

I have given a great deal of thought to the questions of the totalisator and of legalising cash betting by post. I do not believe that the totalisator would necessarily be so disadvantageous to the book making fraternity as it is sometimes represented, and I am certainly bound to tell you that opinion is gathering much more strongly in favour of it than was the case last year.

I am surprised to find how many high authorities who a year ago were opposed to it are now urging strongly that it should be adopted. Of course it would require an alteration of the betting laws, and that is not a subject which could be dealt with in a Finance Bill.

It seems to me illogical that a man may send a telegram making a bet or may send a cheque paying a bet after he has lost it, but may not send a postal order or a half-crown with the wager. That, again, is a matter which could not be included in a Finance Bill.

INDIA "SETTLING DOWN."

LORD BIRKENHEAD'S OPTIMISM.

PLEA FOR CO-OPERATION.

Cautious optimism was the dominant note of a recent speech of the Earl of Birkenhead in the House of Lords surveying the Indian situation. Invited by Lord Olivier, his predecessor in office, to say something as to the prospects of further progress towards the status of a self-governing Dominion, the Secretary of State insisted yet again that it was for India to prove herself fit for a fuller measure of constitutional freedom. In an appeal to common sense and reason, he pointed out to leaders of Indian opinion that irrational obstruction, as a policy, was not the most potent argument in favour of extending the Constitution.

As to the demand for expediting the statutory inquiry into the working of the new Constitution, which was to take place at the end of the probationary period of ten years, Lord Birkenhead, while detecting some abatement of the vigour with which it had been pressed, declined for himself, to be the slave of a date. The appointment of the Commission was due in 1926. But if the favourable auguries of the past few months were borne out—in other words, if it became apparent that the Constitution was accepted as a means of collaboration in securing better government for India—he did not apprehend that either the Government or Parliament would insist on the full period of probation.

Differences Less Acute.

While discerning wholesome signs of the waning influence of Swaraj, Lord Birkenhead was unable to share all Lord Olivier's optimism in the matter of the assumption of sectarian differences. The relations of Hindu and Moslem were perhaps a little less acute now than last year, but there had been four serious collisions in the last six months. More disquieting to his mind than these crude manifestations of mob intolerance were the suspicions of the faction leaders in the field of politics. The position, declared the Secretary of State, still lacked stability, though he saw over a wider area clearer signs of the responsive co-operation which was so essential to India's future.

When he came to discuss the continued detention of prisoners—a subject which Lord Olivier had introduced with a handsome tribute to Lord Birkenhead's judicial character of mind—the Secretary of State was firm in his assurances that he would continue to support the Government on the spot so long as they had reason to fear the risk of murderous outrages if the men were released.

Financial Surplus.

Turning to happier themes, Lord Birkenhead spoke with gratification of the South African-Indian agreement, in which he was careful to insist that neither side had gained any advantage. Finance gave him further cause for congratulation. India, which in his view could not fail to benefit from the stabilisation of the rupee, had, for the fourth year in succession, a substantial surplus, with another in prospect, evidence of sound finance. In defending the proportions of the Indian Army, he showed how a just appreciation of requirements could only be gained from the broadest review of Imperial policy, while at the same time he repudiated vigorously the suggestion that the Army was in India to serve other than India's own interests.

Lord Reading's Testimony To Improvement.

Lord Olivier's hinted suspicions that the Indian Constitution had already failed, evoked an impressive protest from no less an authority than the Marquis of Reading. As one who was Viceroy in the days when its fate trembled in the balance, Lord Reading asked the House to picture the immense improvement in India's situation. At this moment, he declared, everything seemed to point to a peaceful development of constitutional government, which, bearing in mind the position from which it started, could be said to have achieved something remarkable.

EXPERIMENTS ON DOGS.

B.M.A. CONFERENCE OF EXPERTS.

Is the use of dogs for experimental work in medicine necessary and desirable? Resolutions in the affirmative were submitted to a conference of medical and scientific bodies which was recently called by the British Medical Association.

The conference was asked to express the opinion that the existing law should be altered so as to permit, under proper restrictions, of the use of some of the stray dogs which are now destroyed in the lethal chamber.

Lord Dawson of Penn, Sir Holbert J. Waring and Sir Thomas Lewis were among the speakers and the speeches were to express the views of the physician, surgeon, researcher, general practitioner and the veterinary surgeon.

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FANLING HUNT AND THE
VOLUNTEERS.

NAVAL AND AIR FORCE
VOLUNTEER
SUGGESTED.

THE "GAY JAYS" MAKE
THEIR DEBUT.

There was a very happy gathering at Volunteer Headquarters on Monday night, the occasion being a dinner, followed by a cabaret concert, under the auspices of the Mounted Infantry and Armoured Car Companies of the Hong Kong Volunteer Defence Corps, and the Fanling Hunt. An interesting suggestion made at the gathering was that the Volunteer Corps might be extended to include sea and air-craft units. This prospect was put forward by Commodore J. P. Pearson, C.M.G., R.N.

Another feature was the appearance of "The Gay Jays," who made

their debut, and are certain to become a very popular local entertainment party. They are under the direction of Mr. R. H. Charles.

Capt. H. B. L. Dowbiggin (O.C. Mounted Infantry) presided and was supported by officers of both Companies, while among the large company of over one hundred

guests were: H.E. Major-General C. C. Luard, C.B., C.M.G. (G.O.C. South China Command), Commodore J. L. Pearson, C.M.G., R.N., Lieut.-Col. L. G. Bird, D.S.O. (Commanding the Volunteer Defence Corps), Lieut.-Col. L. G. Comyn, C.M.G., D.S.O. (Commanding the King's Own Scottish Borderers), Lieut.-Col. Hayley Bell, D.S.O., Major Roberts, V.C., D.S.O., O.B.E., M.C., Capt. C. H. Steele, M.C. (A.D.C. to H.E. the Governor), Dr. J. C. MacGown, Mr. G. Maas, Mr. J. K. Bousfield, Mr. Ho Kwong and Mr. Ho Leung.

Chairman's Speech.

The toast having been duly honoured, Capt. Dowbiggin submitted to the toast of "Our Guest," and in doing so, said:—

I would like to express our deep appreciation of General Luard's presence here to-night and to say how glad we are that so many other distinguished officers and gentlemen have found themselves able to accept our hospitality. General Luard and his staff are always willing to help us in any way and we can consider ourselves fortunate that we have such officers in the Colony. Major Hogg is another to whom the Mounted Infantry Company owe much.

It was a happy thought that the Fanling Hunt should join in this dinner. Their Hunts, paperchases, point to points, etc., have been much appreciated by many members of the M.I. and I trust this amicable state of affairs will long continue. We are sorry that the Joint Masters are both away and hope Mr. Birkett will soon be restored to health and strength. Since his departure the Hounds have been ably located by Sergt. A. H. Potts who goes home to leave this week. We hope he will have a jolly good holiday. I would like to congratulate him and Capt. Lucey on their winning rides on Saturday at the Steeplechases. Old "Country Mouse" was drafted into the M.I. about 4 years ago and is still going strong.

The Two Companies.

The M.I. are lower in numbers again. It is a unit that suffers more than any other by transfer of men to other posts. We would welcome a few more good recruits who can ride and who will keep their own ponies. Lieut. Macnamara arranged a number of interesting days for the M.I. last year, and a man will not find the work dull and he has plenty of opportunities to hunt and play polo.

The M.I. and A.C. Cos. are indebted to Col. Conner, Capt. Middleton and officers of the 8th Punjab Regt. for having arranged 2 Field Days with us. They were helpful operations and valuable lessons were learnt.

Turning to the Armoured Car Company we have to note with regret the departure of a number of keen men on leave or transfer, and we hope they will return to us sooner or later.

Pte. Vallack, a keen signaller and first winner of the Wayfoong Muskets Cup, Sergt. Spradbury, an enthusiastic organizer of the Motor Cyclists Section, and Ptes. Clerk, Shewan, Jones and Morrison, these four were of the original Mounted Infantry Transport Section of ten formed in January, 1924, which together with the Machine Gun Company developed into the present Armoured Car Company, one of the strongest units in the Company, which during the strike of 1925 totalled over 120. Of course, there are many things we want and hope for and trust to get when the rainy days once more return to the Colony. More armoured cars—some motor-cycle cars for machine guns and guns themselves. I trust it won't develop into the tag. "Hope deferred maketh the heart sick."—You must try and have patience. In Musketry, Pte. Mills won the Tyro Cup with 118. Only a few points behind the winner of the Corps Championship and although they did not win any of the Cups, our team was close behind the winners in a number of events.

I hope you will forgive me if I close with a personal note. The date of this dinner comes so close to the 21st anniversary of my first arrival in Hong Kong, viz., May 3rd, 1906, and some time during that month I joined the old Mounted Troop under that sterling officer C. H. Ross. There are not many left in Hong Kong now who were in the Troop, but I can name two here—Charles Blason and the Hon. Mr. A. C. Hynes, and Peter Potts who went on leave recently.

Before resuming my seat, I would like to think all those members who have worked so hard to make this dinner a success and to express our hearty thanks to the ladies and gentlemen with Co-Sergt. Major Charles' troops who are going to entertain us.

With these words, I ask you to rise and drink to the health of our guests, coupled with the names of General Luard and Commodore Pearson.

Major-General Luard briefly replied for the military and Commodore Pearson for the naval guests.

Commodore Pearson congratulated the H.K.V.D.C. on their all-round excellence, and expressed a hope that the time would come when their efforts would be extended to the naval and air branches of defence.

THE CABARET PERFORMANCE.

"GAY JAYS" IN GOOD FORM.

As stated above, the dinner was followed by the "Gay Jays" entertainment party. They were in great form and reflected much credit on Mr. R. H. Charles, who has taken much trouble to get up the troupe. At the piano were in turn Mr. W. R. Fleming, Mrs. A. J. Frank and Mr. H. L. Sirella. The party, as will be seen by the details below, comprises a number of Hong Kong leading lady artists, and together they form a strong and versatile combination.

After the opening chorus Miss Claire Munro followed with the everpopular Mandalay and Mr. G. G. Thompson then rendered a pretty little ballad.

The Tollan Sisters (described as the Elite Dancing Trio) provided a really capital turn and received two hearty encores. They were followed by Mrs. W. R. Fleming who comprised a number of well selected ballads to a most appreciative house.

The Gay Jay's mascot, Dot Tollan, was the little "star," and one would have liked to have seen more of her.

The Heebie Jeebie Hobos, Messrs. Charles and Potts, proved two popular comedians, and the Noronha Girls gave two numbers which were very well received.

The saxophone duet by Messrs. Duncan and Remedios showed that there is good music in a saxophone when properly played, and the finale of the first part was exceptionally good.

By the kind permission of Mr. Lee Hysan, Professor Harry Fisher, who is giving nightly shows at the Lee Theatre, was able to appear and mystify the audience with a demonstration in occult science.

A musical trio provided by Mrs. A. J. Frank, and Messrs. A. J. Wheldon and G. Sharrman, proved a clever musical contribution on the piano, cello and violin.

Miss V. Jefford (classical dances) and Mrs. Fleming (songs) again earned hearty applause and the finale of the second part was a performance was concluded with a sketch by the Company entitled "Uncle Tom's Cabin, in 5 minutes."

A burlesque on the well known story. The characters were—Uncle Tom, R. H. Charles; Simon Legree, G. G. Blomquist-Tompson; Little Eve, A. H. Potts; Topsy, G. W. Sewell.

THE SAFETY OF WEIHAIWEI.

NO CAUSE FOR ALARM.

ONE OF THE SAFEST PLACES
IN CHINA TO-DAY.

THE NEW COMMISSIONER.

[FROM A CORRESPONDENT.]

WEIHAIWEI, April 25th.

To the very general regret of our community, Mr. Russell Brown, who has just completed three and a half years' service as Officer Administering the Government, left us in some haste on the 26th ultimo to take up his new appointment as H.M. Consul at Chefoo. There was need for haste, it seems, as there had been a brief interregnum at the Chefoo Consulate, and, owing to the collapse of the Northerners in the Yangtze Valley, there was—possibly still is—some danger of disturbances at that port.

Mr. Russell Brown's term of service will be noted chiefly for the fact that it has been under his administration that Weihaiwei has reached its high water mark of prosperity: that the Territory is now self-supporting; and that subsidies at the expense of the British taxpayer are no longer necessary.

In Mr. Russell Brown, too, we have had the typical British official, courteous and considerate in his relations and dealings with the man in the street. During their tenure of Government House Mr. and Mrs. Russell Brown have been extremely hospitable and, to the great appreciation of our small foreign community, that official residence has been a social centre where, moreover, ill-natured gossip has been strictly taboo.

Mr. E. F. Johnston, C.B.E.

For nearly six years the Local Government has been run by Consular officials, i.e., representatives of the Foreign Office, but by the appointment of Mr. R. F. Johnston, C.B.E., the Colonial Office resumes full control.

Mr. Johnston originally came to Weihaiwei from Hong Kong in 1904 and, after fourteen years service as District Magistrate, was seconded for the special and important appointment of Tutor to the Emperor at Peking. Further, during the comparatively recent visit of the Boxer Indemnity Commission to China, Mr. Johnston acted as its Secretary.

To a wide circle Mr. Johnston is known as a scholar and writer on things Chinese. Throughout the Territory or Weihaiwei he has been remembered with esteem and respect, not only as a magistrate with a strong sense of justice and fair play between man and man, but as an official who is familiar with local conditions, intimately acquainted with the language and customs of the inhabitants of the Territory.

"Self-determination" is in no way connected with official appointments in the Crown Colonies, but if it had been possible to hold an election, it is certain that the new Head of our local Government, owing to his past record and personal popularity, would have received an overwhelming majority.

Retrospection.

According to Kuo Wen, a Chinese agency, "The British Government has agreed to return Weihaiwei to China unconditionally. Mr. R. F. Johnston, former Tutor to the Manchou ex-Emperor, is said to have been named British delegate to handle the negotiations in this connection with China."

I am authorized to contradict this statement as being absolutely untrue. In fact, the new appointment should be regarded as a matter of ordinary service routine, essentially automatic.

It is true that Weihaiwei was found to be a useful pawn in international negotiations and that five years ago at the Washington Conference the British Government offered to return the leasehold to China, but it would be an unwarrantable error for anyone to assume that the offer on that occasion, or at any subsequent date, was to return the Territory "unconditionally." A few weeks ago it seemed probable that our Government, in pursuance of the policy of "patient conciliation," would surrender Weihaiwei with the British concessions at Tientsin and elsewhere at an early date. But, as recent occurrences show, "patient conciliation" has been

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[A.P.S.]

MORE SPURIOUS BANK
NOTES.

ALLEGED FORGERY MER-
CHANT TRAPPED.

tried and found wanting: this twisting of the Lion's tail by a pseudo-nationalist Government under Bolshevik instigation of the past two years seems to have reached the limits of even British patience.

It is noteworthy that, since Mr. Johnston's appointment to Weihaiwei and subsequent to the Nanking outrage, His Honour has been gazetted full Commissioner. This promotion is, of course, in recognition of services rendered, but it is not unreasonable to suppose that the occurrence is also one of several straws that show which way the wind is blowing; that the surrender of the remaining British concessions and of Weihaiwei, in particular, is to be postponed—if not to the Greek Kalends, till China has set her house in order; and that for the protection of British interests against Russian intrigue, another policy—less conciliatory, but more comprehensible to Chinese mentality—is to be adopted.

Safety.

Some people in Shanghai and elsewhere have been expressing doubts as to the safety of Weihaiwei. It is true that bandits have recently been in evidence at Shih-tao at the southeastern extremity of the Promontory. The bandit we always have with us in China but it is equally true that the gentry who follow this ancient profession have good reason for regarding the British Territory as distinctly unhealthy and confine their depredations to districts beyond our boundary which is ten miles from the shore of the bay.

As a matter of fact, Weihaiwei is probably the safest place in China to-day, and the reasons for this assertion are not far to seek. Situated near the extreme northern corner of the Shantung Promontory, remote from populous centres, off the beaten track and backed by a mountainous hinterland, Weihaiwei—at any rate, that part of the Territory frequented by foreigners—is as difficult to attack by land, as it is easy to protect by sea, and naval protection in overwhelming force can be provided at very short notice. Order is maintained by a semi-military police 150 strong under British inspectors, supported by a smaller force of British soldiers. This seems sufficient protection at present, but there can be no question that our authorities could and would increase the garrison if the need arose.

Nor need there be any fears as to the attitude of our local population—mostly peasant proprietors, some 180,000 in number. Under the "brutal imperialism" of British rule they have enjoyed a peace, a security and a "prosperity" which have been conspicuous by their absence on the other side of any border, and retrocession—the advent of their own rulers, soldiers and police—about the last thing they desire.

Yet another case of the alleged importation of forged bank notes was heard yesterday when a Chinese was charged at Kowloon Magistrate's Court with possession of forged notes. He gave as his excuse that a parcel of notes had been "planted" upon him. He added that he had been a non-commissioned officer in the Cantonese Army, and that the Chinese detective responsible for his arrest had been a subordinate. There had been trouble over a kidnapping case in which a large ransom was demanded, and as a result of his (prisoner's) complaint, the other man had been dismissed by the General Prisoner contending that the move of the charge was spite against him for this action. The Chinese detective said that he knew nothing about the incident.

Sub-Inspector Shaufain, outlining the case, said that on April 14th the first witness—a Chinese detective—met prisoner at the Tung On wharf. He had known the prisoner in Canton, but had not seen him for five years. After a long conversation defendant asked the detective what he was doing for his living, and he replied that he was a building contractor. Defendant then asked if he could find anyone to purchase, or to dispose of, his notes, and witness said he would see what he could do in the matter.

The detective immediately reported the matter to the Labour Maintenance Bureau, and it was arranged that a meeting should take place between defendant and three detectives at a house in Yaumati, ostensibly for the purpose of entering into an agreement about the notes. When the meeting took place on April 15th defendant—who was, of course, unaware that his companions were detectives, said he had some notes to dispose of, and it was arranged that ten-dollar notes to the face value of \$100 should be bought for \$30. The following day the detective accompanied defendant to 115, Battery Street, Yaumati. When he left this house with defendant, the two other detectives who were waiting outside arrested defendant.

Mr. G. B. Milne, of the Hong Kong and Shanghai Bank said that the notes were fairly good forgeries. The case was adjourned.

H.M.S. Magnolia is at present stationed here for the protection of British interests in these waters, and H.M.S. Foreglow is shortly to join her. Early in May H.M.S. Ambrose and eight submarines are also due, and will probably spend the summer months here. To the ordinary man it would seem that the question as to the "safety" of Weihaiwei in the immediate future is fully answered.

(Continued at foot of next column).

GUARDING AGAINST THE REDS.

ALL BOATS CAREFULLY SEARCHED.

WHO WILL CONTROL THE SEAMEN'S UNION.

PAN-PACIFIC LABOUR DELEGATES RETURN HOME.

[FROM OUR CHINESE CORRESPONDENT.]

By Monday last all the delegates to the Pan-Pacific Labour Conference, which it was proposed to hold in Canton, had left the city, no opportunity having been given for the meetings. The Chinese Committee responsible for the entertainment of the delegates dissolved because a number of the members feared complication with the "Red" movement, and the delegates had to be looked after by the Foreign Office in Canton. Perhaps the most disappointed of the delegates were the Russians. Some of them, it is understood, will now pay a visit to Hankow.

There are still a number of "peasants" operating under the "Red" standard in the Swatow districts, according to reports reaching Canton. Special agents will be sent from Canton and Swatow to convince them of the error of their ways and it is hoped that further trouble will be avoided by some sort of compromise. In other parts of Kwangtung minor conflicts between the "Peasants" Corps and the Merchants' Volunteers are reported.

It is claimed that the North River situation in Kwangtung is now under control. Troops from Kwangsi are re-inforcing those dispatched from Canton City whilst it is stated that the "Reds" are still without a leader. The "propaganda" rumour of the "Reds" that Mr. Sun Fo has arrived secretly at Shikwan by way of Hunan to direct the anti-Chiang Kai Shek movement is discounted. Mr. Lee Tsok Wing, managing-director of the Yueh-Han Railway, and Mr. Lee Luke Chiu, another close associate of Mr. Sun in Canton, disclaim any knowledge whatever of Mr. Sun's return to Kwangtung. On the contrary, it is said, that as Mr. Sun has re-embraced the faith of his late father, it is likely that his name will be enrolled again on the Canton Political Committee of the Kuomintang. In the recent re-organization of the Committee, the name of the late Kuomintang Chief's son was eliminated.

To guard against any return of "Reds" to Canton every tow-boat entering Canton Harbour is now subject to careful search. Special guard stations have been established at Nanshekiao and Samsan, where some 60 to 70 passenger junks pass daily.

Railway traffic from Canton is still unsettled. The Canton-Samsan line was to resume full service last Tuesday, but the Yueh-Han and the Canton-Kowloon lines have not yet returned to normal working. There is considerable rivalry for power among the professional labour leaders in Canton now and the result is that many charges are being brought against individuals which have no foundation. The other day two well-known members of the Traders' League were thrown into jail simply on information that they might be "Reds." Now several groups of Chinese seamen, all claiming to be "anti-Reds," are trying to obtain control of the Canton headquarters of the Seamen's (Continued on next column).

MILITARY CHANGES.

THE NEXT TROOPING SEASON. SHANGHAI DEFENCE FORCE UNITS.

Next winter's changes in Army stations depend partly on the Shanghai situation. Among the moves contemplated are:—
2nd Gloucesters (Lt.-Col. R. Wilkinson, D.S.O.) from Shanghai to Khartoum;
2nd Border Regiment (Lt.-Col. A. J. Ellis, D.S.O.) from Shanghai to Tientsin;
1st East Yorkshire Regiment (Lt.-Col. J. McD. Haskard, C.M.G. D.S.O.) from Tientsin to India;
2nd Suffolk (Lt.-Col. F. S. Cooper, D.S.O.) Shanghai to Singapore;
1st Field Brigade, Royal Artillery (part in Shanghai and part in Deccan) to India.
Latest changes in battalion commands in the Shanghai Defence Force include the 1st Batt. Border Regiment, 1st Batt. Devonshires (Lt.-Col. G. N. T. Smyth Osborne, C.B., C.M.G., D.S.O.), who is succeeded by Major W. E. Scafe, C.M.G., D.S.O.) and the 2nd Batt. Durham Light Infantry (Lt.-Col. J. W. Jeffreys, D.S.O.).

Union. This Union has more than \$24,000 in the bank, it is said; and the group succeeding in getting the Extraordinary Commission in Canton to recognize it will have the greatest chance of handling the funds. The alleged "Red" journals in the Szeyp districts in Kwangtung, have been suppressed. To show loyalty to the political principles of late Dr. Sun Yat Sen, all Chinese newspapers published within the Canton jurisdiction will have to print immediately after the name of the journal the text of the last will and testament of the late Kuomintang Chief.

"Support the Nationalist Government" is now a post mark on all envelopes and other covers passing through Canton City and other Kuomintang territory.

All Chinese merchants in Canton who wish to participate in public life or to hold offices in guilds are expected to join the Kuomintang. Under a recent order of the Canton City Kuomintang Executive Committee, members of the Board of Directors of the Canton General Chamber of Commerce have to become members by May 16th, on pain of dismissal. Some time ago all journalists in Canton were told to join the Kuomintang.

"Reds" in Swatow and neighbourhood are menacing law and order, and the Canton Military Authorities are sending several gunboats to that port. Troops for North River districts will go as far as Shikwan only. The campaign against Bolshevism in Hunan will be directed from Nanking under the immediate supervision of General Chiang Kai Shek. The Cantonese troops have gone north by the Yueh-Han Railway, while the Kwangsi troops for Shikwan are marching by way of Samshui and Lopau. The Kwangsi troops belong to the 7th Kuomintang Corps.

Mr. Kan Kum Shek, who was arrested in Shanghai while on his way to Hankow from Canton and Hong Kong, is now being tried by court-martial in Shanghai. Mr. Kan was formerly a sub-editor of *Tai Kwong Pao Daily News* and advertising manager of Nanyang Brothers Tobacco Company of Hong Kong.

The Canton Police have ordered book-shops in Canton to destroy all publications or books upholding Communism. Failure to do so is a criminal offence which will be severely dealt with.

The new radio station in Canton City succeeded in communicating with Java during the last test.

WHEN PARTNERS DISAGREE.

TWO WOMEN AND FOUR MEN IN COURT.

COMPLAINANT'S SEVEN WOUNDS.

The seven Nippo Chinese, two women and five men, who were charged with assaults on each other on April 9th, in the course of which one man was badly hacked with a hatchet, were brought up on remand before Mr. R. E. Lindsell, at the Central Magistracy yesterday afternoon.

Mr. M. W. Lo appeared for the prosecution and Mr. D. McCallum defended.

They were first charged with disorderly conduct but the Police were unable to find out the exact cause of the trouble as the men and women only spoke the Ningpo dialect. In a second charge, of assault, the two women and one man appeared as complainants and three men as defendants.

At the commencement of the hearing, Mr. Lo asked if the charge of disorderly conduct could be withdrawn as there was very little evidence to support it.

Mr. McCallum objected and his Worship said he would the Police evidence before deciding.

Sergeant Whant's evidence was to the effect that, at 11.30 a.m. on April 9th, he heard a police whistle. Proceeding to Queen's Road West he saw, in the midst of a crowd, the first defendant hold by the 5th and 6th defendants. The 5th defendant struck the first defendant on the face with his fists. The wife of the defendant was blowing a police whistle. He took the whole seven of them to the Station, and when they arrived at the charge room, the 5th defendant was still holding the first defendant by his collar and refused to let go. Owing to the dialect difficulty they were all charged with disorderly conduct.

In answer to his Worship the Sergeant agreed to withdraw the disorderly charge against all the defendants.

Mr. Lo: Now, I apply to your Worship to put in an additional charge of assault against the three defendants on April 9th at 11.30 a.m.

Mr. McCallum: My friend has manoeuvred to get the first charge withdrawn, so that he could put in the additional charge. I certainly object.

His Worship: I will proceed with the second charge, and will decide whether the additional charge be put in or not.

Giving evidence Dr. Craig said that the complainant (who had been the 1st defendant) was brought to the Government Civil Hospital at about 1 a.m. on April 10th. He was suffering from seven small incised wounds over the buttocks and legs ranging from three quarter of an inch to two inches in length and about half an inch deep.

In answer to Mr. Lo, witness said the wounds could have been caused by a sharp instrument such as the hatchet produced in Court.

In applying for an additional charge to be framed against the three defendants, Mr. Lo said that the complainant was once a partner of the third defendant in a shop at No. 7, Water Street. After four years complainant overtook to the extent of \$700, and as the business going well, the defendant, who was the principal partner, wanted to get rid of him.

A Presentiment.

The complainant went back to his former occupation as a seafarer. Last year, a friend of the complainant in Australia sent a draft of £7 to the shop of which he was to be given to the complainant in liquidation of an old loan. The defendant failed to hand over the money. Later the Austrian returned Hong Kong and was having breakfast with the complainant and his wife, when the nephew of the defendant came and invited them to drink tea. Complainant accepted the invitation and soon after defendant's wife, who had a presentiment that something was wrong, locked out of the window. She saw the two men entering a tea shop where two or three of defendant's friends were waiting. Later complainant was dragged by defendant into the street where the others joined in the assault.

With regard to the second assault, in the course of which the complainant was wounded with a hatchet, it appeared that the complainant had gone to the Taiping Theatre with his wife and sister-in-law, the night the first assault, and on their return, the defendants set upon him and wounded him.

Mr. Lindsell said that he would make the additional charge and that Mr. McCallum could cross-examine, if he liked.

Mr. McCallum: I object. I am here to answer to charge B, and not to answer to charge A.

His Worship said that he would adjourn the case until next Tuesday for the defence to issue a cross-summons.

HOLLYWOOD ROAD CASE.

INDIAN BROKER AND FORGED NOTE.

MISTRESS OF THE "HOUSE" AND YOUNG INDIANS.

SOLICITOR'S SUGGESTION OF HARD DRINKING.

When Asraff Ali appeared on remand before Mr. R. E. Lindsell at the Central Magistracy yesterday on a charge of uttering a forged \$500 note at No. 52, Hollywood Road, Madeline Brent, mistress of the house, was confronted with six young Indians who had been subpoenaed by the defence to refute the statement made by her and another girl named Ethel Morrison that no Indians, except trapeze men, ever visited their house.

The six young men were ushered into the Court, during the course of the proceedings, and Madeline Brent was asked by Mr. F. H. Leseby, counsel for the defence, if she had ever seen them before.

With downcast eyes she said she might have. Ethel Morrison who was sitting near to the witnesses also turned her eyes to another direction. Madeline Brent, then qualified her previous statement, by the somewhat lame explanation that she thought that all Indians wore a turban and native costumes. Such men, she said, had never been to her house. She was not able to distinguish the local Indian boys from the ones from India. She did not even know that Iron Bux was an Indian. She had always taken him to be a Filipino.

Iron Bux Cross-Examined.

At the commencement of the case Mr. H. J. Armstrong said he appeared for three witnesses who would testify that he is Indians and had been to No. 52, Hollywood Road. He requested Mr. Lindsell that the Press be asked not to mention the names of the witnesses as it might do them harm. His Worship said that he could not make such an order but that Mr. Armstrong might arrange with the Press himself.

Iron Bux was then recalled for cross-examination.

Mr. Leseby: Do you know the three previous witnesses (meaning Madeline Brent, Ethel Morrison and Lillie Grisconne)?—I did, many years ago (pointing at Ethel Morrison).

Mr. Leseby: When did you first see the Police regarding the matter?—I believe it was on April 19th.

Mr. Leseby: Did they make enquiries of you or arrest you? They did not make enquiries but took me to the Station. I was detained there and told about the affair.

Mr. Leseby: Did the Police suggest that you might have passed the note?—Never.

Police Evidence.

Evidence arrest was then given by Det. Sergt. A. V. Baker, who said that the note was handed to him by the Chief Detective Inspector on April 21st. Witness at once began to make enquiries and Iron Bux was subsequently brought to the Central Station, where he was detained for one night. Iron Bux gave certain information the next morning, and later accompanied witness to look for the defendant.

At the junction of Aberdeen Street, they met the defendant and Bux pointed him out. Defendant when taken to the Station was cautioned in the usual way. He, however, made a statement to the effect that he had tendered a \$500 note in payment for drinks. Defendant was not placed under arrest until 12.45 p.m. when the warrant was signed by Madeline Brent.

Cross-examined by Mr. Leseby as to whether Iron Bux was well-known in Hong Kong, witness said he was.

Mr. Leseby: He is more or less a permanent resident in the Colony? No, sometimes he goes to Saigon, Manila and elsewhere.

Mr. Leseby: But he could easily be found by the Police?—Yes.

Mr. Leseby: Then anyone going with Iron Bux could easily be found also?—Yes.

Answering further questions, witness said that Iron Bux did not mention defendant's name or address.

Mr. Leseby: When Bux pointed out the defendant to you, did the defendant appear to know Bux?—Yes.

Letters To Police And Magistrate.

At this stage, his Worship asked Mr. Leseby if he had seen the letter sent to Sergt. Baker, saying that he also had received a similar letter. The letters were sent by the same man, and although the Police had made two attempts to discover the writer, he was not found, and apparently there was no such name in the Colony.

The letter was then handed to Mr. Leseby, who on reading it, said that such letters should not influence the Magistrate in any way. He asked that the letter might be given to him, as his client would be in a better position to make enquiries than the Police. The writer evidently hoped to help to exonerate defendant.

Madeline Brent Recalled.

Mr. Lindsell recalled Madeline Brent and asked her if the \$500 which she took to the bank was the same one she had received from the defendant on the night of March 28th. She said it was. At the bank she handed it to two Chinese cashiers, who passed it on. She waited for about half an hour, when Mr. Milne brought the note back to her and said "We are very sorry."

The note then was chopped with the word "Forgery" in several places. She also stated that when the note was handed to the Chinese cashiers, she heard one of them remark: "What, another one."

She then at once came to the conclusion that there was something wrong with the note.

"What Are You Trying To Do."

In the course of the cross-examinations, there were some sharp passages between Madeline Brent and Mr. Leseby, and on two or three occasions, she banged her hand on the witness-box and repeatedly said that the questions were most embarrassing.

Mr. Leseby: I presume a great quantity of spirit is consumed in your house?

Witness: I refuse absolutely to answer this. I am compelled by the Police to be here regarding the note.

Mr. Leseby explained that the reason why he asked the question was to be sure that she did not make a mistake about the note while under the influence of liquor.

To this witness retorted: "Do you think we are drunkards?" "How do you know we drink at all?"

Mr. Lindsell pointed out that Mr. Leseby was entitled to an answer.

Witness: But this is very embarrassing.

Mr. Leseby: Did you have a drink that night?

Witness: What are you trying to do?

Witness then appealed to the Magistrate and said that if such things get into the papers, it would not be good for the younger generation.

Mr. Lindsell: I leave it to the Pressmen's conscience.

Not Holding Indian Reception.

Mr. Leseby then referred her to the statement which she made at the previous hearings with regard to Indians customers at her house.

Witness replied that she was not holding an Indian reception that night.

As Mr. Leseby was not able to get an answer to his questions, he submitted to the Court that he had no case to answer, even if the note were proved to be a forgery.

Mr. Lindsell: There is a small point which is very significant and that is that the defendant hurriedly pocketed the change and left almost immediately.

Turning to the witness once more, Mr. Leseby asked her again if she had any drink that night. She replied that she might have had one or two but "I am sober."

Mr. Leseby (heatedly): Now how many drinks did you have, several?

Witness: What do you mean by several. It might be hundred.

Mr. Leseby: Well, anything more than one?

Witness: I can't swear as to how many drinks I had, but I was sober.

At this stage, the six young Indians were ushered into the Court, and witness was asked if she had seen them before. She replied that she probably had and that they might have been to her house. She could not tell if they were Indians. She had always understood Indians wore turbans and national costumes.

A Clever Forgery.

Expert evidence was then given by Mr. J. B. Milne, who stated that the \$500 note was brought in to him about a fortnight ago. The forgery was very cleverly done and one that nobody could detect unless he knew the way to do so. He returned the note after chopping "Forgery" over it to Mrs. Brent.

Mr. Leseby asked if the Magistrate could arrange to have the shroff and the European in Court at the next hearing. Mr. Milne said that the European had left for home.

Mr. Lindsell asked Mr. Leseby if it was necessary to have them and Mr. Leseby replied that since the note was lost sight of for about half an hour, it would be necessary for the prosecution to prove their case up to the hilt.

Mr. Lindsell: Why, do you think that the bank staff might have substituted the note?

Mr. Leseby: Oh, no, no, I make no allegations against the bank, but this point is part of my case.

The case was then adjourned until Friday at 2.15 p.m.

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NEW ADVERTISEMENTS.

PEAK TRAMWAYS COMPANY, LIMITED.
NOTICE.

INTERRUPTION OF SERVICE.

NO TRAMS will Run on WEDNESDAY, 4th MAY, after the 9.40 A.M. Car until 12.30 P.M. Usual Service will be maintained between 12.30 P.M. and 2.30 P.M., after which Service may again be interrupted until 4.30 P.M.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 4th May, 1927. [4891]

LANE, CRAWFORD, LTD.

NOTICE IS HEREBY GIVEN that the FIFTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, Exchange Building, Des Voeux Road, Hong Kong, on SATURDAY, 14th MAY, 1927, at 11.30 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from 9 P.M. MAY, 1927, to the 14th MAY, 1927, Both Days inclusive.

By Order of the Board of Directors,
S. J. JORDAN,
Secretary.
Hong Kong, 2nd May, 1927. [4897]

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Local Commission of His Majesty's Treasury, London, up to and for the sum of £40,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 O'CLOCK A.M. on the 4th MAY, 1927.

The Tenders to state the Total Amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application. Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 62, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Company made for the allotment of such (Bills).

"The provisions in question do not apply to contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

H. G. RILEY, Lieut.-Colonel,
Treasury Chest Officer, R.A.P.C.
His Majesty's Treasury Office,
Hong Kong, 3rd May, 1927. [4890]

NOTICE.

IT IS HEREBY NOTIFIED that Mr. HARRY OWEN HUGHES has THIS DAY been admitted a Partner in our Firm.

HARRY WICKING & CO.
Hong Kong, 1st May, 1927. [4877]

NOTICE.

RAYMOND ERNEST COXON has THIS DAY been authorized to sign for the Company "Per Procuration."

JARDINE, MATHESON & Co., Ltd.
Hong Kong, 1st May, 1927. [4876]

HUGO STINNES' LINEN.

NOTICE IS HEREBY GIVEN that the AGENCY of the above Steamship Company which was held by Messrs. RUTTEN, BROCKHOLMANN & Co. has been Taken Over by our Firm from TO-DAY.

JESSEN & CO.
Hong Kong, the 1st day of May, 1927. [4874]

SALVAGE S.S. "TJILEROET"

TENDERS are INVITED for REPAIRS to the above Steamer at She Now lies at the TAIKOO DOCKYARD. Full Particulars to be obtained from JAYA-CHINA-JAPAN LINE.

Hong Kong, 30th April, 1927. [4873]

LONDON VIA THE RIVIERA.

THE NEW MOTOR-VESSEL
"ESQUILIONO"

OF 8,687 TONS
WITH EXCELLENT PASSENGER ACCOMMODATION WILL SAIL FROM HONG KONG ON THE 11th MAY 1927, FOR SINGAPORE, COLOMBO, PORT SAID, BRINDISI, VENICE AND TRIESTE.

TAKING THROUGH PASSENGERS TO LONDON.
DODWELL & CO., LTD.,
Queen's Building
Agents.
Tel. No. C. 1030.

INTIMATIONS.

HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th MAY, 1927, commencing at 2.30 P.M. The First Bell will be rung at 2 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies, Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & DAVIS at \$5.00. Each up to FRIDAY, 6th MAY, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS of CHINA UNDERWRITERS, LIMITED, will be held in the Office of Messrs. SHEWAN, TOMES & Co., St. George's Building, Chater Road, Hong Kong, on SATURDAY, 7th MAY, 1927, at 11.30 O'CLOCK in the Forenoon, for the purpose of receiving the Report of the General Managers and a Statement of Accounts for the Year ending 31st December, 1926, and of electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 2 P.M. APRIL, 1927, to 7th MAY, 1927, Both Days inclusive.

By Order of the General Managers,
H. R. STURT,
Secretary.
Hong Kong, 28th April, 1927. [4867]

THE HONG KONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE OF EXTRAORDINARY GENERAL MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd., No. 18, Pedder Street, Victoria, in the Colony of Hong Kong, on the 10th DAY OF MAY NEXT, at 12 O'CLOCK NOON, for considering and, if thought fit, passing the Sub-joint Resolution as an Ordinary Resolution on:

That this Meeting authorise the Directors to pay to the Executor of the late Sir CATCHICK PAUL CHATER, C.M.G., the "Managing Director's fees in suspension shown in the Company's last Balance Sheet, which represent the proportion, calculated up to the Date of his death, of the remuneration to which the deceased would have become entitled, if he had survived to the end of the year, under Article No. 95 (B) of the Articles of Association.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hong Kong, 2nd May, 1927. [4882]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Registered Office of the Company "St. George's" Building, Chater Road, Hong Kong, on SATURDAY, MAY 14th, 1927, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1926, to confirm the appointment of Two Directors, and to elect Two Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 11th MAY, 1927, until WEDNESDAY, 18th MAY, 1927, Both Days inclusive.

By Order of the Board,
D. L. KING,
Secretary.
Hong Kong, May 2nd, 1927. [4872]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 17th MAY, 1927, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended the 31st December, 1926.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 3rd to the 17th MAY, 1927, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hong Kong, 28th April, 1927. [4840]

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INTIMATIONS.

V. R. C.

AMATEUR BOXING TOURNAMENT AT THE VICTORIA RECREATION CLUB PREMISES.

4th MAY, commencing at 8.30 P.M.
5th MAY, commencing at 6.00 P.M. and 9.00 P.M.
7th MAY (FINALS), commencing at 9.00 P.M.

57 Three Round Bouts and One Major Bout of Ten Rounds.

Seats \$1.00 and \$2.00.
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BY ORDER OF THE FIRST MORTGAGEES.

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PREPAID "WANTED" ADVERTISEMENTS.

WANTED to Buy BATHING MATSHEB at REPULSE BAY. State Size Number and Price.—Reply to Box No. 248, c/o Hongkong Daily Press. [248]

A LADY Returning from HOME in SEPTEMBER with Daughter of Five Years of Age wishes to Engage AN AMAH in London for the Voyage to Hong Kong.—Apply Box No. 247, c/o Hongkong Daily Press. [247]

FLATS AND HOUSES.

AVAILABLE—G. 1: Peak Road, Residential Quarters, Central location, beautiful grounds, entirely renovated, hot and cold water, excellent bathrooms. Rooms single or double, for bachelors or small families, furnished or unfurnished. Partial or whole service may be arranged. Use of tennis court later. Available by Taxi 40 cents, flat or pleasant walk. O. 1: Mid level flat or rooms available, furnished. O. 2: Repulse Bay. Well furnished house with fitted-in tear furniture as wardrobes, bookcases, cupboards, electrical fittings, etc., ready inserted. Flush systems. Good grounds and excellent views. Available in part or whole. W. 12: Three houses, 12, 6 and 6 rooms rented together: formerly private hotel. Flats and houses available furnished or unfurnished, also single rooms for bachelors.

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The Daily Press.

HONG KONG, MAY 4th, 1927.

BORODIN'S FAILURE.

The failure of the Russian policy in China must be causing grave concern to the heads of the Soviet in Moscow to-day. If China rejects the doctrine of communism entirely it will be like the kick given by the ass to the dying lion—an insult so great as to be well nigh intolerable.

The Russian diplomacy has been outmanoeuvred and outwitted by the seemingly innocent, innocuous Chinese.

Russia has been bled for money. In order to gratify her own passion of hate for Europe she has been willing to play the part of the milch cow to CHIANG KAI SHEK and is now unceremoniously discarded.

The jubilation at Moscow over the Nanking outrages, which definitely embroiled China with the Powers, had hardly died away when CHIANG KAI SHEK interpreting, by a stroke of genius, the wishes of the Chinese people, made these outrages an excuse for eliminating

Borodin and attaching to himself the moderate sections of the Kuomintang Party. With Shanghai in his power he can more easily afford to dispense with financial assistance from foreign sources.

Borodin apparently gravely miscalculated the working of the Chinese mind which he pictured as more docile to his teaching than it really was: He overestimated his power to work mischief and to manipulate the Chinese nation to his own ends.

He entered the game as an amateur and pitted his wits against those who are past masters in intrigue and political shuffling

and the result is that he leaves the table the poorer by a good many million roubles than when he sat down. Nanking was the culminating point of China's willingness to be the dupe of Russia and not the beginning as Borodin fondly imagined. The assembly of a large force at Shanghai doubtless stimulated the thinking processes of the Chinese and enabled them to foresee more vividly the consequences of following Moscow's counsel.

Therefore without regret or loss of time China's erstwhile friend is disowned. Russia has become the victim of her own methods and even of her own success.

Her machinations have been so shamelessly exposed that the new rallying cry in China, the great unifying slogan is now not anti-foreignism but anti-communism, anti-Sovietism or anti anything for which Russia is supposed to stand.

Such is the nemesis of Borodin's evil work. It is difficult to understand Borodin's mentality if he truly persuaded himself that the Chinese

race were so colossal as to be willing to harter their birthright for the small mess of pottage he was able to offer.

Obviously throughout, the success of Borodin meant the termination of all that is

FORMER HIGH CHINESE OFFICIALS TO CALL PEACE CONFERENCE.

SHANGHAI CHINESE EXTRAORDINARY DEMANDS.

WANT MARTIAL LAW WITHDRAWN, FOREIGN TROOPS EVACUATED AND BARBED WIRED REMOVED.

SHANGHAI MASS MEETING SUPPORTS NANKING NATIONALIST GOVERNMENT.

NORTHERN GENERALS REPUDIATE CHIANG'S SHANGHAI WAR BONDS.

Not only did the Shanghai Chinese, who held a mass meeting on Labour Day, pledge themselves to support the Nationalist Government and the Kuomintang at Nanking, but evidently they decided to send a deputation to the Shanghai Consular Body. Their object was to request the Consular Body "to withdraw martial law in the Concessions, evacuate foreign troops from Shanghai and to abolish all barbed wire surrounding the Concession borders." If the deputation actually met the Consular Body it would be very interesting to know precisely what was thought of such ingenious requests.

The series of war bonds, said to amount to \$70,000,000, floated in Shanghai by Chiang Kai Shek, is repudiated by Northern generals, and they have warned the Shanghai General Chamber of Commerce to that effect.

Leading Northern ex-politicians and militarists, including Tuan Chi Jui, the veteran head of the Anfu Party, who was at least Premier on two occasions, and, if we remember rightly, President for a brief period, Li Yuan Hung and Tsao Kun, of the Chihli Party, who also occupied the office of President in Peking—the former indeed on two occasions—are arranging to call "a Nation-wide Internal Peace Conference," with headquarters at Dairen—which is certainly far away from the beaten track. The first step of the Conference is "to issue a circular telegram appealing for peace to the nation's leading militarists."

Mme. Borodin, wife of the notorious Russian "Red," with three other Russians described as couriers—all of whom, including the lady—were arrested some two months ago on board a Russian vessel at Pukow and taken into custody on a charge of espionage, has arrived in Peking in the charge of thirty police. For some time past these Russians have been in custody in Tsainanfu, Shantung's capital. They will now be placed on trial on a charge of conspiracy.

HANKOW "REDS." MADAME BORODIN.

LEAVE CITY FOR AN UNKNOWN DESTINATION.

GROWING SERIOUSNESS OF GOVERNMENT'S POSITION.

(Wah Tsz Yat Pao).

SHANGHAI, May 2nd.

Mr. Wang Ching Wei, who has been at Hankow "inclining to the 'Red' ring" since his recent return from Europe, has asked leave of absence from official affairs under the excuse of sickness, while, according to reports appearing in the *Min Kuo Yi Pao* at Hankow, Messrs. George Hsu Chien, Borodin, Tang Sang Chi and Tang Yan Tat have left Hankow for an unknown destination. All the above-mentioned reports indicate the growing seriousness and critical position of the Hankow Government.

A resolution was passed, at a mass meeting held on Labour Day, to support the Nationalist Government and the Kuomintang Party at Nanking. At the conclusion of the meeting a deputation was appointed to see the Shanghai Consular Body requesting the latter to withdraw martial law in the Concessions, evacuate foreign troops from Shanghai and abolish all barbed-wire surrounding the Concession borders.

Marshals Chang Tso Lin, Sun Chuen Fang and Chang Tsung Chang have, in a joint telegram, warned the Chinese General Chamberlain of Commerce in Shanghai to the effect that they do not acknowledge the series of war bonds, amounting to \$70,000,000 floated by Marshal Chiang Kai Shek in Shanghai.

In view of the fact that all counter-revolutionary elements within the Kuomintang have been almost completely eradicated, Marshal Chiang Kai Shek has consulted with his subordinates, Pei Chung Chi and Ho Ying Yam to resume the Northern Expedition in the immediate future.

Some leading Northern ex-politicians and militarists, including Tuan Chi Jui, Li Yuan Hung and Tsao Kun are arranging to call a nation-wide Internal Peace Conference, the headquarters of which it is proposed will be at Dairen. Their first step, it is reported, will be to issue a circular telegram appealing for peace to the nation's leading militarists.

TAKEN IN CUSTODY TO PEKING.

ESCORTED BY THIRTY POLICE.

CONSPIRACY TRIAL PENDING.

[THROUGH REUTER'S AGENCY.]

PEKING, May 3rd.

Madame Borodin, escorted by police from Tsainanfu to Peking, is expected this evening. She will be tried shortly for conspiracy against the Peking Government. Later, Madame Borodin and the three Russian couriers arrived this evening escorted by 30 police.

THE NANKING NOTE.

AMERICA STILL UNDECIDED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 3rd.

A semi-official Japanese message from Peking says the Ministers of the five Powers held a conference yesterday, re the second Note to the Nationalist Government. No agreement was reached owing to America not favouring sending any Note yet.

[EARLIER TELEGRAMS.]

Tientsin British Concession.

In the House of Commons, replying to Mr. H. W. Looker, Sir Austen Chamberlain stated that joint recommendations with regard to the British Concession at Tientsin, with proposed new regulations and an amended trust deed, had been initiated on April 22nd.

Certain points were reserved for consideration by the Governments concerned.

British Concession At Hankow.

Comdr. G. D. Fanshawe asked if the British Government proposed to re-occupy the British Concession at Hankow, in view of the failure of the Nationalist Government to implement the agreement entered into in connection with the Concession.

To this Sir Austen Chamberlain replied that the British Government had been in communication with other interested Powers, as a result of the Nanking outrage. He at present was unable to make any statement as to what course they will feel it is right to take.

(Continued on next column).

ARMAMENTS.

MONEY-BORROWING FOR SUCH SEVERELY CRITICISED.

MR. HOOVER'S VIEWS.

STATE DEPARTMENT NOT IN ACCORD.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 3rd.

Addressing the Pan-American Commercial Conference here, Mr. Hoover severely criticised the principle of nations borrowing money for armaments or any other kind of unproductive enterprise. He declared that no nation should borrow money or permit its citizens to lend money to foreign countries unless the assurance were given that it would be devoted to productive enterprise.

It was, however, subsequently stated, at the State Department, that this opinion was at least wise as far as South American countries were concerned, but it did not entirely accord with the views of Mr. Kellogg, Secretary of the Department.

Peking Executions.

In the course of a reply to Comdr. Kenworthy with regard to the nature of the trial of 21 Chinese arrested in connection with the raid on the Russian Legation at Peking, who were strangled, Sir Austen Chamberlain said he had read a newspaper report that the trial was held in secret, and the accused were not permitted to defend themselves, but he had no information.

If it were true (and it did not seem incredible) it was perhaps a reason for proceeding slowly in questions affecting extra-territoriality in China.

[NAVAL WIRELESS.]

Two British Seamen Wounded.

SHANGHAI, April 2nd. Two seamen on board H.M.S. *Kiawo* were wounded to-day as the result of shell-fire from Nationalist batteries at Kueishan. The *Kiawo* was engaged in escorting a convoy of merchant ships, and the shell-fire from Kueishan was the second to which the convoy had been subjected on the way up river. When passing Tungchow, the batteries there opened fire on the convoy, which was flying the British flag conspicuously, and one shell struck the s.s. *Minghai*. Fortunately there were no casualties on the *Minghai*.

In each case the *Kiawo* replied to the fire with her main armament.

Nanking Peace Conference Breaks Down.

SHANGHAI, May 2nd. The peace conference between General Chiang Kai Shek and Marshal Sun Chuan Fang, broken down after long negotiations. It is reliably understood that the failure of the conference was due to Marshal Sun Chuan Fang's refusal to fight against General Chang Tsung Chang, the Shantung Tapan, and Sun's ally.

Labour demonstrations were held in the native city at Shanghai yesterday, but passed off without outward incident.

News from Weihaiwei and elsewhere is reassuring.

Hostilities Resumed.

CHINKIANG, May 2nd. A revival of hostilities between the Northerners and the Southerners occurred to-day in the vicinity. A new big gun has been installed by the Shantung forces in the region of Kwachow, and the action was commenced when this gun concentrated its fire on a Southern cruiser at anchor in Chinkiang. Silver Island Fort and a fort on the south bank, aided by the Southern cruisers, engaged in a long artillery duel with the batteries along the north bank.

One of the Chinese gunboats shifted position in line with the installation and the foreign warships, but the naval authorities have requested the commander to move his vessel.

Hankow And The Fengtien Offensive.

HANKOW, May 2nd. Hankow appears to be fully prepared for the Fengtien offensive, but there are few signs of its early materialisation.

KIUKIANG, May 2nd.

The situation is quiet.

WUHU, May 2nd.

There is no change in the situation to record.

Lion Hill Flag Explained.

NANKIANG, May 2nd. An explanation is now afforded for the white flag on Lion Hill. It is reported to be an indication of the independence of the Hankow clique.

The cross-river hostilities continued to-day on a minor scale, there being intermittent rifle and shell fire.

(Continued on next column).

THE MISSISSIPPI.

DICTATOR BROADCASTS INSTRUCTIONS.

FLOOD RAGING IN NORTHERN LOUISIANA.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 2nd.

Mr. Hoover this morning gave President Coolidge a first-hand account of the situation in the Mississippi flood areas.

It is estimated that a quarter of a million people are homeless, but Mr. Hoover expressed his confidence that they could be properly cared for by the Red Cross. He said the health conditions in the devastated regions were good, the people being vaccinated and inoculated.

Appeal For \$30,000,000.

New York, May 2nd. On Mr. Hoover's recommendation, the American Red Cross is appealing for the United States to contribute a minimum of \$30,000,000 to relieve suffering in the Mississippi flood area.

The fund has hitherto reached over \$5,000,000.

President's Coolidge's Appeal.

WASHINGTON, May 2nd.

President Coolidge has issued a proclamation stating that the \$5,000,000 subscribed to the flood relief fund is insufficient, because the number of persons to be cared for has doubled, and the crest of the flood has not yet reached all parts.

He appeals for a further five million to meet "a grave crisis affecting a wide area in several States."

Evacuation of 300 Square Miles Ordered.

NEW ORLEANS, May 3rd. The Mississippi, having done its worst in Arkansas and other Mississippi States has now flung itself upon Northern Louisiana. A great part of Concordia parish has been inundated and the inhabitants of the two adjoining parishes are fleeing for their lives. An ex-State Governor, acting as dictator, has broadcast instructions of evacuation of 300 square miles, and the National Guard is patrolling the levee which is threatened at points.

New Orleans Believed Safe.

WASHINGTON, May 3rd. Major-General Jadwin, chief of the Army Engineers, who accompanied Mr. Hoover, expresses the opinion that New Orleans is now safe from flood, failing something unforeseen.

U.S. "GOODWILL FLIGHT."

AVIATORS WELCOMED IN WASHINGTON.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 3rd.

The four amphibian Army aviators, which made the Pan-American "Goodwill" flight, arrived and were welcomed by President Coolidge and other high officials, who congratulated the aviators on their successful flight over the greater part of South America.

EARTH TREMOR FELT AT JOHANNESBURG.

COINCIDES WITH HEAVY ROCK FALL.

TWO NATIVES KILLED: 20 INJURED.

[THROUGH REUTER'S AGENCY.]

JOHANNESBURG, May 3rd.

An earth tremor lasting fully half a minute was felt throughout the city coincident with a serious fall of rock at Village Deep Mine, in which two natives were killed and 20 injured.

[THROUGH REUTER'S AGENCY.]

The Firing On Ships.

Lieut.-Col. C. M. Headlam said His Majesty's ships had been authorised to return any fire directed at British ships on the Yangtze.

Mr. H. W. Looker asked if he was aware that this return of fire was not having the slightest effect on the firing which was taking place.

Col. Headlam said he could not answer for Mr. Looker's information.

Special Conference Not Needed.

LONDON, May 2nd.

In the House of Commons, replying to Mr. J. S. Wardlaw Milne's suggestion as to whether he would consider the inviting of the Japanese and United States Governments to a conference for the purpose of formulating a common policy for the Pacific and Far East, Sir Austen Chamberlain said these Governments had been in communication on all matters concerning their joint interests in China, and no further degree of co-operation could be secured by the suggested kind of conference.

JAPANESE DIET OPENS FORMALLY TO-DAY.

THE 200,000,000 YEN ADVANCE TO BANK OF TAIWAN.

FINANCE MINISTER EXPLAINS.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 3rd.

The Diet was convened this morning and will be formally opened to-morrow.

With reference to the two hundred million advance to the Bank of Taiwan, mentioned yesterday, the Finance Minister stated that the measure was solely for the relief of the general financial situation in Formosa. A separate Bill for relief and readjustment of the Bank of Taiwan is now being drafted and the Government intends to convoke another special session of the Diet to consider this second Bill as soon as it is completed.

The Minister added that the Opposition leaders whom the Government had taken into their confidence regarding the general relief proposals appear satisfied.

PEKING BANK SENSATION.

COMPRADORE OF H. & S. BANK DISAPPEARS.

EXTENSIVE FALSIFICATION ALLEGED.

[THROUGH REUTER'S AGENCY.]

PEKING, May 3rd.

The Hong Kong and Shanghai Bank has applied for a warrant for the arrest of its compadore, Teng Cheng Hsiang, who on the close of business on Saturday disappeared with his son, who is an assistant compadore.

The Chinese staff disappeared simultaneously, but has now returned, and the bank is functioning as usual.

The compadore's affairs appear to be much involved. It is reported that he owes five lakhs to Chinese banks in Peking.

A preliminary investigation is alleged to have revealed extensive falsifications of his accounts.

EUROPEAN WOMEN ASSAULTED IN EGYPT.

REPRESENTATIONS TO THE GOVERNMENT.

[BRITISH WIRELESS SERVICE.]

LONDON, May 2nd.

Answering a question in the House of Commons, Sir Austen Chamberlain expressed regret that it had been necessary for the British High Commissioner to call the serious attention of the Egyptian Government to sentences passed by the Egyptian Commission on Egyptian subjects connected with assaults on European women.

During 1926, he said, there was a number of cases of such assaults on British subjects, and recently a similar assault was perpetrated on a European lady of another nationality, in peculiarly brutal circumstances. The sentences imposed by the Egyptian courts in these cases were, in most instances, the minimum prescribed by law, and had proved inadequate as a deterrent.

The reply of the Egyptian Government to Lord Lloyd's representations, which have received the approval of His Majesty's Government, had not yet been received.

SENATORE MARCONI ENGAGED TO ITALIAN COUNTESS.

[THROUGH REUTER'S AGENCY.]

ROME, May 2nd.

The engagement of Senatore Marconi, of wireless fame, to the Countess Bezzi Scali, of Rome, is officially announced.

[Senatore Marconi married the Hon. Beatrice O'Brien in 1905, but the marriage was dissolved in 1924.]

BOLSHEVIST IMPERIALISM.

M. POINCARÉ'S WARNING TO FRENCH "REDS."

[THROUGH REUTER'S AGENCY.]

LONDON, May 2nd.

"France is not a proper ground for Bolshevik imperialism. It is not by a return to primitive regimes that she will find progress in civilisation and happiness for humanity."

Thus M. Poincaré at Bar-le-Duc, on the opening of the Council General of the Mouvement, warned the Communists that the laws of the Republic would be applied energetically to suppress any criminal attempt to menace the discipline of the army or the safety of the State.

JAPANESE GOVERNMENT VESSEL SINKS.

TWENTY-ONE PERSONS DROWNED.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 3rd.

The Navy Office has received official advice from the destroyer despatched yesterday evening to search for the *Hagatori Maru* which went ashore in a storm off Quelupate Island. Unofficial information reaching the same source, however, states that the vessel broke in two and sunk. Twenty-one persons were drowned.

The *Hagatori Maru* was a Japanese Government vessel, operated by the Department of Agriculture and Commerce.

BLACKPOOL'S STADIUM.

PROJECT ABANDONED.

THE MILLIGAN-WALKER BOUT OFF.

[THROUGH REUTER'S AGENCY.]

LONDON, May 2nd.

Mr. C. B. Cochran, after months of negotiations finds it impossible to stage the Milligan-Walker fight at Blackpool, as was said to be likely on March 9th.

He has telegraphed to a firm of Blackpool contractors that it would be prudent to abandon the project to build a stadium, though he says he is still confident that Blackpool would be the best place for the fight if sufficient time could be had for the construction of the ring and for organisation.

To Be Held In London.

LATER.

A Glasgow telegram states that Cochran says he has abandoned the idea of staging the fight at Blackpool, and it will be held at Olympia, in London, on June 30th.

SURPLUS RUBBER COUPONS.

STATEMENT IN THE HOUSE OF COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 2nd.

In the House of Commons, replying to questions, Mr. Amery gave a written reply, with figures, as regards the unused rubber coupons in Ceylon and Malaya.

A footnote states that the amount held by dealers includes all the surplus coupons. It is impossible to state the balance of surplus coupons in the hands of the small producers.

It reply to a further question, Mr. Amery said he did not think it was possible to cancel the unused coupons.

THE GIBRALTAR TRAGEDY.

LIEUT. DUFFIELD ON TRIAL.

RIFLE CLUB ACCOUNTS.

[THROUGH REUTER'S AGENCY.]

GIBRALTAR, May 2nd.

Lieut. Duffield, charged with the murder of his Colonel, Col. Fitz-Gerald of the East Surrey, on April 7th, was committed for trial at the next Criminal Sessions.

Evidence showed that Lieut. Duffield was in charge of the rifle club, including its accounts. A battalion order was produced requiring the accused to present his accounts on April 6th. Duffield had not produced his accounts.

The chief accountant of Barclay's Bank at Gibraltar gave evidence that there were only £18 14s. standing to the credit of the rifle club.

BALKAN'S FERMENT.

STATEMENT BY THE BRITISH FOREIGN MINISTER.

[THROUGH REUTER'S AGENCY.]

LONDON, May 2nd.

As the result of a communication made by the Italian Government to the British, French, German and other Governments, on March 19th, in which our attention was called to certain military preparations stated to be proceeding in Yugoslavia, it has been decided that it is unnecessary, and would indeed be useless at this date, to conduct an enquiry into the past, but that should a fresh occasion arise while the conversations are in progress, representatives of Great Britain, France and Germany are to be available to carry out an immediate enquiry.

Sir Austen Chamberlain stated: "I need not say that throughout I have acted in agreement with the French and German, as well as with the Italian and Serbo-Croatian Governments, to arrive at a solution, which I am confident is required by both the Italian and Yugo-Slav Governments, and this has been to dissipate any possible source of friction and the promotion of full discussions between Rome and Belgrade. The British Government have no other interest in the question than the preservation of peace."

He said he believed it would particularly assist the Labour Party because it would curb the activities of the fomenters of disturbance, especially when Labour returned to power. This speech evoked Ministerial cheers.

The debate was later adjourned.

TRADES' UNIONS' BILL.

A HIGHLY CONTROVERSIAL MEASURE.

STRUGGLE STARTED IN THE COMMONS.

LABOUR INTERRUPTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 2nd.

Excitement over the Trades Unions Bill was reflected in a crowded House of Commons, when the Attorney-General, Sir D. M. Hogg, moved the second reading.

He emphasised that while the Government were willing to consider amendments, remove ambiguities, and eliminate defects, they would resist to the utmost any amendments designed to defeat the main principles of the Bill, which they regarded as right, just, and necessary.

There were frequent Labour interjections, notably when Sir D. M. Hogg referred to the general strike, but the Speaker's firm tactfulness prevented unruliness. Sir D. M. Hogg declared that the Government regarded the inclusion of lock-outs in the Bill as useless and inept, because a general lock-out was unlikely to happen, but in the event of the employers being so foolish as to attempt to coerce the State or the Government, the right course would seem to be not to find or imprison the directors, but to use the existing Emergency Powers Act and take possession of the works and run them. (Labourite laughter and ironical cheers.) Nevertheless, if a case could be made out, even to prevent misrepresentation and misconception, the Government would not object to lock-outs being included, with strikes in the Bill.

Sir D. M. Hogg further declared that a large section of the Labourites still pinned their faith on a general strike as a weapon, therefore it was the Government's burden duty to make it clear that a general strike was illegal, and any participant therein committed a crime against the community.

Mr. Jack Jones Ordered Out. Labour interruptions culminated in the Speaker ordering Mr. Jack Jones to withdraw from the House during to-day's sitting, and the Speaker also cautioned several other Labour members.

Sir D. M. Hogg concluded a two hours' speech amid a battery of interruptions, Opposition groans and Ministerial cheers.

Mr. J. R. Clynes, who replaced Mr. Ramsay MacDonald (in hospital in Philadelphia suffering from bronchitis), was given an ovation on rising to move the rejection of the measure. He said that while he did not believe in the policy of a general strike, he regarded the present Bill as a calculated and deliberate act of class hostility. He declared that when Labour returned to office it would be its duty to repeal the act. The workers would insist on the right of the masses to exercise full freedom, whether Government employees or not, and sell or withhold their labour as they chose or objected.

The Bill would erect a great and perhaps an insuperable barrier of uncertainty and doubt in the minds of the trades union leaders as to when it would be legal for them to take action. He further declared the Bill denied the right of bodies of workmen to act sympathetically towards each other.

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THE HONG KONG DAILY PRESS, WEDNESDAY, MAY 4th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

The Car and the Trees—An Owner Drivers' Club—Those Car Ferries—
The World's Motor Transport Congress.

[BY AN OWNER-DRIVER.]

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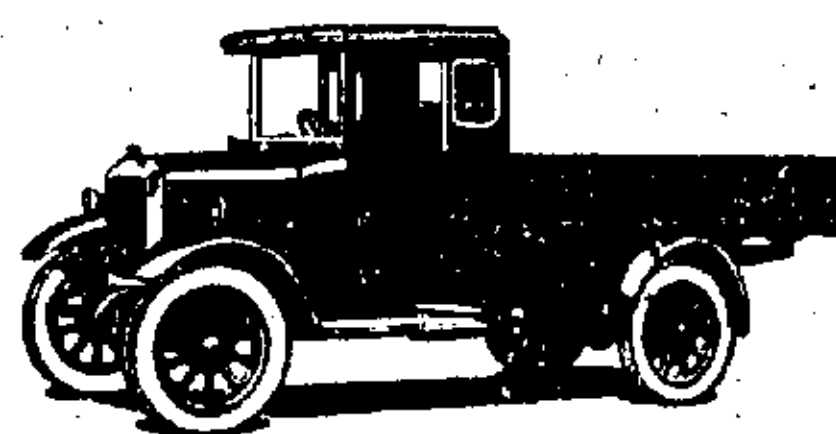
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CHATER ROAD.

[4948]

THE CAR AND THE TREES.

Nobody who has any real affection for Hong Kong wishes to make the island less beautiful. Those who think about such things realise how much they are indebted to the enterprising officials who commenced and developed the idea of planting trees on "the barren rock."

Fortunately trees grow quite rapidly in this climate. From a certain verandah in Hong Kong, for example, it is possible to see a really beautiful palm, about twenty feet high, which was planted out from a pot, about a dozen years ago.

THE OBSTRUCTIONS.

Many of the trees that were planted thirty or forty years ago have grown to bigger dimensions than was considered probable. Many were planted alongside the roads and even in the middle of the road, those being the days before motor cars were dreamed of. Some of these trees are, a real danger in these times of rapidly moving traffic. If they are removed (and they should be removed if they are a source of danger) it would be easy to plant other trees in the neighbourhood.

We are all indebted to artists in general and all who would make the island and the roads more beautiful. Unfortunately, artists are often emotional and have even been known to be quite unreasonable. For instance they like to make use of motor cars but they cry out about "this mechanical age."

In the business of life we are always having to choose between alternatives. There is the choice between danger and safety. There is the choice between planting new trees or allowing existing trees to endanger life.

If every member of the Legislative and Executive Councils drove his own car we should soon have a great improvement in our roads. The obstructing trees that are so dangerous, the narrow roads, and even some of the nasty gradients would disappear if these officials made enough fuss about such things.

PERSEVERANCE.

One of the great lessons that is taught us by long residence in the Far East is patience. A good motto for the griffin is "Nil Desperandum."

It is with a great sense of gratitude that thanks to the local road authorities are here and now recorded for the improvements being made at the "island" near the Peak Tram Station. That improvement has been long advocated—and, better late than never.

It gives hope that one day we shall be able to record further improvements at the station itself. It has been suggested again and again in these columns that, at almost any cost, the road should be widened from the Cathedral up to Seth's corner and Garden Road would still have plenty of trees in its vicinity if the trees that obstruct the view of the motorist were removed. It needs be, other trees could be planted now. They will soon grow. The recent erection of what looks like a garage on Garden Road is difficult to explain. A piece of the road has been used for the purpose. Why not use some of the adjoining land?

More parking space at the lower Peak Tram Station is urgently needed. Indeed more parking

space is needed in many parts of Hong Kong.

The new President of the local Automobile Association will have the support of all local motorists if he will press forward upon the Government definite schemes of road improvement.

AN OWNER DRIVERS' CLUB.

Many Hong Kong motorists are going "home" on leave this year. Some of those who can manage to keep a chauffeur out here find it expedient to do without one in Britain. They become owner-drivers, and probably enjoy motoring all the more in consequence.

The Royal Automobile Club, in the West End of London, was at one time the great meeting place of all owner drivers. It is a very fine club and it has the great advantage that ladies are catered for. Of late years, however, it has become crowded and as much as four years ago one owner driver from Hong Kong used the place a good deal and always found it uncomfortably full.

An owner-drivers club has been opened recently at the Criterion Buildings in Piccadilly Circus. It is said to be an inexpensive club and from what can be gathered it hopes to gain as members those who find the R.A.C. or other London clubs too great a tax on their financial resources. There is sure to be some competition with the R.A.C. but the number of motorists has increased to such an extent that the revenue of the older club will not be affected.

The promoters of the new Club have obtained the services of Lord Gisborough as President. There is a scale for repairs, overhauls, etc., at various garages all over the country arranged by the Club.

SERVICES RENDERED.

In some respects it seems a pity to multiply motoring organisations, but on the other hand competition does stimulate officials.

The great feature of the Automobile Association of Great Britain is the patrol system. In the planning of tours it is very useful and in that connection one of the most enterprising tyre manufacturing firms has a complete service for tours. When one was in Britain, it was a good idea to inform the A.A. and the tyre people that a tour from, let us say, London to Land's End was contemplated, lasting, say, three weeks. These obliging tour-planners would then send to the enquirer a long list—a sort of a portfolio—giving full particulars of routes, towns, hotels, etc. They would even give outlines of the history of some of the places.

THE NEW CLUB.

The owner drivers' club seems prepared to do that also. It would possibly have been a better arrangement if the wealthy R.A.C. had taken over the whole of the Criterion buildings and fitted up a sort of an overflow R.A. Club there. The patrol system and the tourist planning arrangement would have benefitted by the extra funds. Possibly in the course of time there will be some sort of affiliation between the R.A.C., the A.A. and the Owner Drivers' Club. The general tendency now-a-days is in the direction of Federations.

One of the early enterprises of both the A.A. and the R.A.C. was the patrol system which has been of immense service to thousands of motorists.

Man is a gregarious animal and every year both men and women seem determined to mix socially more than in previous generations. Perhaps some day there will be a more active social side to the local Automobile Club. A good start was made this year as the first annual dance was a great success.

THOSE CAR FERRIES.

The Hon. Mr. D. G. M. Bernard recently mentioned once again the new ferries which, as far as is known, the Government intend to run across the harbour for the purpose of conveying motor vehicles from one side to the other with a minimum of irritation to drivers.

We have heard rumours of these ferries for many years but, in this matter, it is only too true that "hope deferred maketh the heart sick."

It is not unfair to say that the present system of transporting cars to and from the mainland is a disgrace to the Colony. It is difficult to restrain some of the local long suffering motorists who suffer under the present arrangements.

THE NEW COMERS.

On Saturday last there was a car and the owner driver alongside the Kowloon wharf at about 7.45 p.m. That owner-driver was a new comer and no doubt he was at first greatly impressed by the signs of enterprise to be seen in the Colony. Possibly he had been told by some of the older residents all about the early difficulties that were over-

come. Then, on Saturday last, he motored out to the race-course near Fanling.

Concerning his adventures in crossing the harbour we have no record but we can imagine his disgust at finding his car slung up in the air and dumped on to a lighter which looks like a coal barge. On his return from Fanling he seems to have arrived in time to find six other cars in a line in front of him. He had the privilege of waiting for the motor ferry and then seeing the six cars loaded on the lighter leaving him to wait while the lighter was towed across to the other side; it unloaded the cars and returned to Kowloon. Then his turn came.

It is not improbable that he arrived at Hong Kong about one hour and twenty minutes after he had drawn up alongside the wharf at Kowloon.

ALWAYS TO-MORROW.

This matter has been a matter of complaint for years and no doubt the Hon. Mr. D. G. M. Bernard heard a great deal about it while he was President of the local Automobile Association.

It must be at least fifty years ago that there was a system of transport for carts and carriages across the water between Portsmouth and Gosport. The driver drove his horse and carriage on to the ferry and now-a-days the motorist does the same without any difficulty at all.

Why can't we drive our motor vehicles on to the ferry that crosses to Kowloon?

A SIMPLE SCHEME.

It is said that a scheme was drawn up to enable that to be done some five or six years ago. Then it was decided to send some one to the U.S.A. to see how they managed over there.

Surely it should not be beyond the ability of the able staffs of the local shipbuilding firms to design ferries admirable for the purpose. They have done far bigger things than that. Why not ask for tenders right away? Or at any rate let the general public into the secret of why there is so much delay.

There is no "kick" at the Star Ferry Company. It is said—and it probably true—that they lose over the present system. And if they believe that other arrangements are being made they cannot be blamed for not making any improvements.

AN INGENIOUS SCHEME.

A local engineer is said to have worked out a design for motor lighters which has the great merit of being ingenious.

His idea is that car lighters should be big enough for one car only. The engine of the car would be geared on to the propeller of the lighter and each car would cross the harbour under its own power.

There are obvious difficulties about certificated pilots, etc. Also it is not clear that a small car could propel the lighter. Perhaps they would allow the tiny cars to run on to the passenger ferries. It will be a boon to motorists when some new system is working.

(Continued on page 9.)

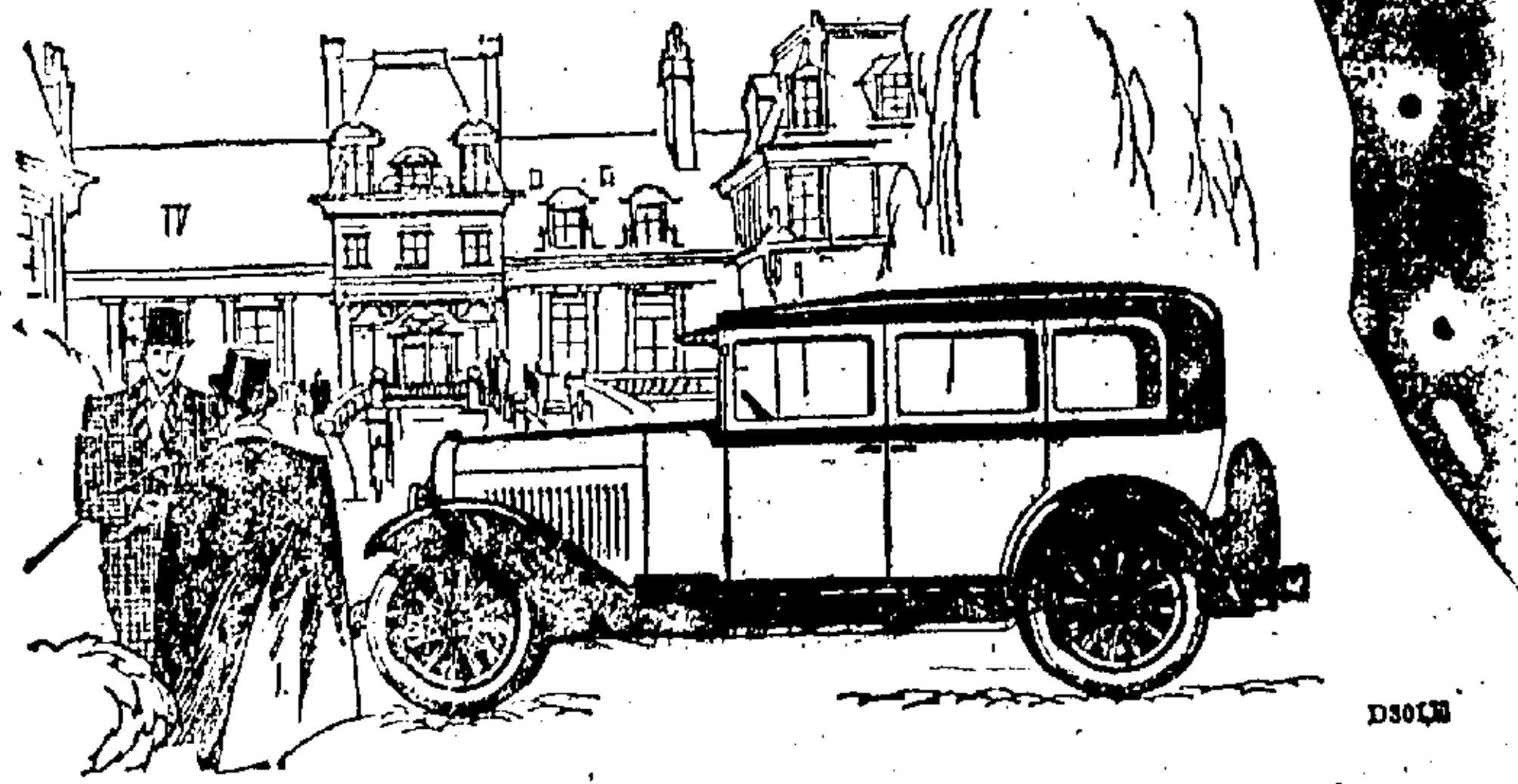


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Two items alone—grinding valves and removing carbon—account for at least one-half the up-keep cost of the ordinary motor car. Every owner knows that.

The Willys-Knight Six wipes out all this expense. In its Knight sleeve-valve engine—patented, exclusive—there are no valves to grind—no

carbon to remove. The Willys-Knight Six is built to remain continuously in your service. In addition to the exclusive advantages of the famous Knight sleeve-valve engine—you have, in the Willys-Knight Six, beauty and luxurious comfort such as are found only in the world's most distinguished motor cars.

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Two Chassis Models: Model 66—wheelbase 128" Model 70—wheelbase 119"

Various Body Styles: Sedan, Touring, 7-passenger Touring, Roadster, 5-passenger Sedan, 7-passenger Sedan, Coupe, Cabriolet Coupe.

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WILLYS-OVERLAND FINE MOTOR CARS

MOTORING NOTES.

(Continued from page 8).

THE WORLD'S MOTOR TRANSPORT CONGRESS.

This very interesting event is to be held this year in London. The name reminds us of the international character of all things that have to do with motor vehicles and while each nation has its own particular problems that require urgent attention each and all are interested in the mechanical improvement of motor vehicles. The World's Motor Transport Congress will be held just before the opening of the Olympia Commercial Transport Show.

No doubt many people from the Continents of Europe and America will be attracted to London for these events and it is worth noting that there will be German exhibits at the show for the first time for many years.

A NEW ENGINE.

The Germans were the pioneers of the Diesel type of oil engine that uses what is known as "crude oil" as fuel. It is a matter of controversy whether the Diesel engine has been such a great success as was at first claimed for it. Various British engineers modified the design and produced what is called "the semi-Diesel" type of oil engine. That has been a great success in Great Britain and in other parts of the world. It is much more reliable than the Diesel engine and it is very economical of fuel. There is little doubt that in time this type of engine will be modified so as to be especially suitable for commercial vehicles. The British and the Germans are giving a great deal of attention to the matter, though the Americans probably think that as petrol is comparatively cheap in their own country they need not worry about the matter.

In Great Britain, in France and in Germany the price of petrol is much greater than that of the "crude oil" used in the Semi-Diesel engines and there is every inducement to make researches with a view to designing a motor lorry engine capable of using the cheaper fuel.

It is not improbable that such experiments may ultimately lead to the production of an economical "crude oil" engine that will also be used for touring cars. Many cases we may be sure that the discussions at the World's Motor Transport Congress will benefit the motor industry.

INTERNATIONAL STANDARDS.

An enterprising American advertising corporation, with offices at Toledo, Ohio, has sent us an interesting circular about the great popularity in Europe of the "light six" engine.

"The Americanisation of the European car," says the circular "and the adoption of the best ideas of European construction in the American car, is bringing about a design in both Continents tending towards internationalisation of motor car standards."

The circular then goes on to explain that the new Overland Whippet car has incorporated European ideas; particular stress being laid upon the fact that four wheel brakes are fitted to the car.

There is no doubt about the popularity of the Whippet cars and it will be of interest to find out how the experts in Great Britain regard them after they have stood the test of years of hard use.

Incidentally it may be mentioned that the American motor-car manufacturers have always seen the great importance of advertising their products. That idea is also becoming international.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

FURTHER DELAY.

Although the weather kept clear all day yesterday, the ground had not recovered sufficiently from the week end showers to permit of any play. The programme for the H.K.C.C. tournament has, therefore, been put forward again and it is not possible now to conclude the tournament on Friday, Monday will probably be fixed for the finals and the distribution of prizes.

The new programme is as follows:—

TO-DAY.

Open Singles.

Semi-final:—Ng Sze Kwong and H. D. Rumjahn.

Club Singles.

Semi-final:—G. W. Sewell v. F. A. Redmond.

3rd Round:—S. E. Green (holder) v. E. Grimble; L. Forster v. Major W. B. Stevenson.

Handicap Singles "A."

2nd Round:—H. R. Remington (rec. 15/1) v. L. M. S. Lloyd (rec. 4/6); C. C. Stark (rec. 3/6) v. Capt. E. G. Howard (rec.).

Handicap Singles "B."

Semi-final:—R. G. Wilkerson (rec. 15/1) v. J. S. Kennedy (rec. 15).

TO-MORROW.

Open Singles.

Semi-final:—T. Honda v. S. A. Rumjahn.

Club Singles.

Semi-final:—Winner of S. E. Green and E. Grimble v. winner of L. Forster and Major W. B. Stevenson.

Handicap Singles "A."

3rd Round:—Winner of C. C. Stark and Capt. E. G. Howard v. winner of H. R. Remington and L. M. S. Lloyd; G. W. Sewell (owe 4/6) v. R. K. Valentine (rec. 4/6).

FRIDAY.

Handicap Doubles.

4th Round:—F. A. Redmond and L. Forster (owe 15/3) v. E. J. R. Mitchell and W. Hyde (owe 1/6); Major W. B. Stevenson and Major H. R. Edwards (owe 1/6) v. Dr. W. L. Thomas and G. W. Sewell (owe 2/6).

Mixed Doubles.

Mr. and Mrs. C. C. Stark (rec. 3/6) v. Dr. and Mrs. R. E. Tottenham (owe 15/3).

CHARITY MATCHES.

As previously announced the Hong Kong Cricket Club is conveying exhibition tennis matches to be played on behalf of the funds of the Hong Kong Women's Guild and Ministering Children's League on Wednesday, May 11th, at 4 p.m. Many leading players have consented to take part. The Guild and League contributed \$14,000 to Service and Civil Charities last year. Admission \$1 and 50 cents.

R.A. ATHLETIC MEETING.

THURSDAY'S AND FRIDAY'S EVENTS.

AN INTERESTING PROGRAMME

As previously announced, the Royal Artillery Athletic Meeting is to be held on the United Services Recreation Club ground to-morrow and Friday, the sports beginning each day at 2 p.m.

The R.O.S.B. band, by kind permission of Lieut.-Col. L. J. Comyn, C.M.G., D.S.O., and officers of the Battalion, will be present on the second day.

The Hon. Secretary of the Royal Artillery Sports states that there are quite a large number of entries for the two open events, the one mile, and the one mile relay races.

The relay race has proved very popular with the Services and the heats will be run off at 5.20 p.m. to-morrow.

The first day's programme is principally confined to Indian units, there being 21 events. Those to be contested on the first day include the following British events—100 yards flat race (heats); 220 yards flat race (heats and final); boat race (cruws of 6); Tug-of-war (heats) for the R. A. Shield and an open event; the One Mile race for the R.A. only.

The second, and final day's programme includes 28 events among which are several for ladies. (Continued at foot of next column.)

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HOME FOOTBALL.

LATEST LEAGUE RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 2nd.

The following are results of matches played to-day in the English League:

Division II.

South Shields 1, Wolverhampton 2.

Darlington 3, Swansea 1.

Division III. (Southern).

Merthyr 1, Crystal Palace 2.

Division III. (Northern).

Barrow 0, New Brighton 3.

In a friendly match on behalf of charity, Blackburn lost to the Football League, by 3 goals to 4.

Among the leading athletic competitions are the open mile flat race for the Royal Navy, European Garrison (including H.V.D.V.), H.K. Police and British residents, Relay race for British teams, egg and spoon race, officers race, open relay race open to the same units as the open mile and tug-of-war events.

At 6.20 p.m. the sports conclude, and the presentation of trophies and prizes will take place.

The R.A. Officers are giving a cup for the competitor adjudged by the Committee to have done best at the sports.

BRITISH BETTING ANOMALIES.

TABLES TURNED ON LADY ASTOR, M.P.

Mr. Dixey (C., Penrith) asked leave in the House of Commons to bring in a Bill to legalise betting. If betting was an evil, he said, the proper way was to make it illegal altogether, but he failed to understand the attitude of members who, while willing to "have a bit on" for themselves, declared that the country would not allow betting to be legalised. His own view was that the working man should be able to enjoy the healthy recreation of "backing his fancy" in moderation.

Lady Astor (C., Plymouth), opposed the Bill, and ordered members to "take no notice of the so-called sportsmen of the country who are up against the moral conscience of the great mass of the people."

"Have you ever given a tip," asked Sir H. Page Croft (C., Bournemouth), and members with the recollection of a certain statement by Lady Astor before last year's Derby roared with laughter.

Lady Astor reddened. "It is not a thing to be funny about," she retorted stoutly. Leave to introduce the Bill was refused by 148 to 44.

SHANGHAI RACES.

BANANALAND WINS DERBY.

SECOND DAY RESULTS.

The second day of the Spring meeting under the auspices of the Shanghai Race Club was held yesterday, and by courtesy of the Hong Kong Jockey Club we give the edited results below.

The most successful jockey of the day was Mr. Pote Hunt, who rode three winners, while Mr. Brand and Mr. McBain each brought in two first places.

The Shanghai Derby was won by Mr. Day's Bananaland, but it is interesting to note that the winner of the following race did the same distance in 1.2.5secs less time.

The Champions Race will be run to-day, and the meeting concludes on Saturday's when the "Off-Day" races take place.

1.—The Pari-Mutuel Cup: 7 Furlongs.

Mr. Toog's Sceptre (Major Guild) 1

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"WING ON" COLLISION.

YESTERDAY'S COURT OF INQUIRY.

TWO MASTERS GIVE EVIDENCE.

MISHAP IN DARK AND DIRTY WEATHER.

A great deal of evidence, including that of the two captains concerned, was heard at a Marine Court of Inquiry, held yesterday into the circumstances of the collision between the s.s. *Wing On* (Capt. Mutton) and the s.s. *Anjou* (Capt. J. Webster) near the Wang Mun Customs Station on April 20th.

The Court was as follows: Lieut. Comdr. G. F. Hole, R.N. (President); Lieut. Comdr. Pitcairn Jones, D.S.C., R.N.; (H.M.S. *Timar*), Capt. W. S. Shearer (S.S. *Haford*); Capt. T. M. Meyrich (S.S. *Mausung*) and Capt. D. Ritchie (S.S. *Kiangchow*).

Mr. Fitzroy appeared for Capt. J. Webster and the owners of the *Anjou* on the instructions of Mr. G. K. Hall Brutton. Mr. Hugh Jones, of Messrs. Wilkinson and Grist, appeared for Capt. C. Mutton of the *Wing On*.

Capt. Mutton examined by Mr. Hugh Jones said that the *Wing On* left Kowloon at 3.40 p.m. on April 20th and arrived at Wang Mun at 7.40 p.m. Owing to a heavy thunderstorm it was found necessary to anchor one cable's length off the South Bank near the Customs Station. The wind at the time was N.E., force 5, tide obbing eastward at 2 knots, one hour before low water. The only other ship in the vicinity was a Naval armed launch above the *Wing On* to the Westward about about 300 yards, and a number of junks close in shore.

The width of the channel at this point was about 1 mile according to witness and ran East and West.

The *Anjou* arrived about 20 minutes later and anchored 1 cable to the North of the *Wing On* and a little to the West. The *Wing On* was lying westward to the ebb.

Getting Under Way.

There were signs of a weather clearance at 8.30 p.m. and the *Wing On* was got under way at 8.35 p.m., bound for Hong Kong. The *Wing On* was turned by putting both engines ahead and she proceeded toward the North Bank, crossing the bows of the *Anjou* and turning to starboard. The siren was blown. The *Anjou* was still heading West, with steaming lights on, and she appeared to be waiting for the *Wing On* to cross. The *Wing On* turned slowly on port helm, passing between the bows of the *Anjou* and the stern of the armed launch.

Since the weather was bad, witness took charge, the Chief Officer being on the bridge at the time. The Chief Officer expressed an opinion that the *Wing On* was rather close to the North bank and witness replied that he was satisfied, at that moment putting the starboard engine full astern until the *Wing On* had almost turned to her outward course, East.

How The Collision Occurred.

It was then observed that the *Anjou* was turning on starboard helm to the South bank, her starboard side being toward *Wing On*. As the *Anjou* was turning to the South and *Wing On* to North, witness stopped the starboard engine. The *Wing On* was at that time probably making two knots.

It was witness's intention to put the starboard engine slow ahead and continue on the course, but the *Anjou* was closing more rapidly than the *Wing On*'s port helm was acting. Both engines were accordingly stopped. A fresh wind on the port bow carried the bows of *Wing On* about one point to starboard. The *Anjou*'s stern still closed as she headed at about S. by E. Witness put port engine astern and starboard engine ahead to clear the *Anjou*, at the same time sounding the necessary signal. The *Anjou* answered for the first time. The *Anjou*'s stern still closed and the starboard engine was stopped. Immediately afterwards the *Anjou*'s stern struck the stem of the *Wing On* on the starboard side. *Wing On*'s headway at this time was not more than one knot, an estimate based on observations made by the saloon lights of *Wing On*. Witness drew the attention of the Chief Officer to the fact that the *Anjou* was only at that moment putting her engines ahead. But ships then drew clear.

Questioned by Mr. Hugh Jones, witness stated that it was impossible to determine the *Anjou*'s engine movement until she came within radius of the saloon lights, but her starboard side was always visible.

Witness's efforts throughout had been to swing the bow of the *Wing On* away from the *Anjou*'s stern. The collision occurred some minutes after the *Wing On* had got under way. Only one sound signal was made by the *Anjou* throughout these few minutes during which the *Wing On* had probably travelled 14 cables. There was no possibility that *Wing On*'s siren signals not been heard by *Anjou*. Witness had been in the *Wing On* since 1922, first as Chief Officer and from August 1924 as master during which he had taken her to all ports in the West and Canton Rivers.

Cross-Examination Passages.

Cross examined by Mr. Fitzroy, witness again gave details of the anchor berths of *Wing On* and *Anjou*.

In reply to the question whether he had seen the ship anchor, witness said that these things were not seen in the dark they were heard.

Witness gave further details of procedure in river steamers and the switching on of steaming lights. Witness contradicted most of counsel's suggestions as to the proper method of navigating the *Delta*.

Counsel suggested that the correct procedure for the *Wing On* would have been to go full speed ahead and thus pass the *Anjou*.

Witness considered that it would have been neither practicable nor sensible. Had he done so, it was very probable that the stern of the *Anjou* would have struck him amidships.

Counsel's suggestion of the course witness might have steered on departure elicited the reply that the *Wing On* was bound for Hong Kong not Canton.

Engine movements were again given in detail and the reasons therefore. In the opinion of witness there was no period at which all the *Wing On*'s lights could have been seen by the *Anjou*'s bridge. An agreement of models by counsel on the ledge of the witness box was characterised by Captain Mutton as "absolutely ridiculous in the circumstances."

The impact was so severe that the stem and frames of the *Wing On* were bent and strained. The comparative net tonnages of the *Wing On* and *Anjou* were 820 and 283.

Re-examined by Mr. Hugh Jones witness stated that he had chosen to turn to the North owing to wind and weather, this providing for wider turning circle.

Steering was lost at about the time the *Wing On*'s head reached East, by reason of the starboard engine pulling against the port.

Chief Officer Corroborates.

Chief Officer Harvey Cornwall of the *Wing On* stated that he was on the bridge when the *Wing On* got under way at Wang Mun on the evening of April 20th, at about 8.35 p.m. Witness took no part in handling the ship.

The master appeared to be trying first to pass under the stern of the *Anjou* on port helm but with the prevailing wind, later deciding to pass ahead, again on port helm. The *Anjou* at the time was heaving up her anchor, but witness did not notice whether steaming lights were burning.

While the *Wing On* was turning, witness had the *Anjou* in view the whole time and judged her to be turning on starboard helm to the North bank. When the *Wing On* was heading approximately East, the *Anjou* was in witness's opinion headed directly across the channel about two ships' length away. The collision took place about mid-channel, when the *Wing On* was heading Easterly, but certainly not to the North of East. Wind was about North East, force from 4 to 5.

Witness was not certain whether the *Wing On* had headway at the moment of collision, but in respect of the *Anjou* he thought that her engines were not working; he had remarked this to Capt. Mutton. At no time did he see the port side of the *Anjou*. He confirmed the statement of the distance of the anchor berths from shore and each other.

In answer to Mr. Fitzroy witness said the shore of the North bank appeared to be close. This was revealed in a flash of lightning. The movements of the *Anjou* were given in as close detail as possible from the point of view of a fairly keen observer not at that moment on duty, and followed the general outline of Capt. Mutton's evidence.

Witness asserted definitely that the port side of the *Anjou* was never seen, and that he had heard only the one long blast and reply. When the case was resumed, Chow Wing, pilot of the *Wing On*, was put into the witness box. He said he saw the *Anjou* turn towards the southern bank of the river and the *Wing On* towards the north. Immediately before the collision the course of the *Wing On* was East 1 North. The *Anjou* was four points on the starboard bow and steering S.E. He observed that the engines of the *Wing On* were

(Continued on next column.)

AROUND THE MAYPOLE.

THE VILLAGE GREEN AT TAIKOO.

CHARMING "MAY DAY" FESTIVAL.

May Day Festival never grows stale, or loses its interest for the young folk. This was shown at yesterday's annual Spring Festival at Quarry Bay School where the Maypole has become as much an established custom as in England. Watching the fairy like dances on the smooth lawn, and listening to spring season songs, one could almost imagine an old time village green in "Merrie England" transferred to Hong Kong.

There was a large gathering of children and friends present, and among the visitors were: Lady Clementi, Mr. A. E. Wood, Director of Education, Mr. E. Ralphs, Inspector of English Schools, Prof. L. Forster and Rev. T. E. Pearce, O.B.E.

Miss Annie Weir was Queen of the May and looked very pretty in her head dress of flowers. All the pupils of the school took part in the festival, representing Pages, Viollets, Primrose, Snowdrops and Country Boys. The main attraction was the Maypole Dance, the little ones acquitting themselves admirably. The Flower Dance, "Horses" and Spring Dance were also very prettily executed. Of the songs the most popular was "The Saucy Sailor." Other songs were "To the Maypole," "I Sing," "The Daisy, Blackbird and Bee," "May Time," "Cuckoo Song," "Lullaby," "Cuckoo Song," "Lullaby," "Skye Boat Song," "Dabbling in the Dew" and "Maytime is Playtime."

"If I were King" easily took pride of place amongst the poems, while "Missing" (Has anybody seen my little mouse) was also well applauded. Other poems were "Daffodownilly," "Crowing," "Breakfast," "Riches," and "Spring."

The music for the dances and songs was played by Mrs. Cressy (piano) and Messrs. Cressy and Webber (violin).

In the course of the proceedings the Headmistress (Miss G. M. Cotton) welcomed those present and thanked all who had helped in the organisation of the festival, and mentioned the Taikoo Sugar Refinery staff.

The programme was very well presented by the children, reflecting credit on the ladies of the teaching staff, all of whom took a hand in their training.

going eastern, and heard her blow two blasts on her siren. The *Anjou* was also going astern when the vessels collided near the north side of the river.

The *Wing On* was about one third of the river's width from the bank. The *Anjou* got within about 200 yards of the south bank and she was then heading S.E. The *Wing On* kept on her course with both engines going ahead at quarter speed. He never saw the *Anjou*'s green light, but he thought she still continued to turn eastward. He did not see the *Anjou* after the collision.

Abdul Samat, engineer of the *Wing On*, gave evidence of the speed at which the *Wing On*'s engines were running, and explained the method of keeping engine records. This concluded the case for the *Wing On*.

Captain Webster's Version.

Capt. Webster, of the *Anjou*, was then called.

He said that when he got down the river as far as Wang Mun there was thunder and lightning. After he had got his customs clearance the weather improved and he got under way at about 8.30 p.m. The *Wing On* had apparently got under way at about 8.30 p.m. The *Wing On* had apparently got under way at about the same time. The *Wing On* turned to starboard and he turned to port. He headed on his course down the river and the *Wing On* came up behind. He saw her green light, then all three lights, and thought that she would attempt to pass on the starboard side. She gave two blasts on her whistle to indicate that she was directing her course to port and almost immediately afterwards struck the *Anjou* about a foot on the port side of the centre line aft.

He knew that his ship was on her course because he could see the Wang Mun light.

The President: Do you still maintain that your ship turned 16 points in one minute.

Capt. Webster: Yes.

After further evidence the case was adjourned until this morning.



WITH THE APPROACH OF HOT WEATHER

the question of What to Drink becomes vitally important. Something light, cool and refreshing but also something that has a tonic effect

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A delicious light beer, brewed in Holland—the Home of good Beer.

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[A.P.B.]

PROMISSORY NOTE ACTION.

INDIAN SUCCEEDS AGAINST CHINESE.

At the Summary Court yesterday afternoon, before the acting Puisne Judge, Mr. P. J. Jacks, Sham Singh, an Indian, sued Lam Sang, a Chinese accountant, living at Yau-mat, for \$318, being principal and interest due to him on a promissory note.

Mr. F. H. Losely, who appeared for the plaintiff, said that the case dated back to 1925, when a similar action was brought before the Chief Justice, but the plaintiff was then non-suited.

Giving evidence, the plaintiff said that he lent the defendant \$150, and a note was signed for \$300, which he was to claim for if defendant failed to pay back the amount borrowed.

Defendant said that he put his signature to a note, but not the note produced in Court. He denied that he borrowed or signed for as much money as that and part of the money was for someone else, for whom he stood guarantee.

After further evidence, Mr. Losely pointed out that the defendant had disproved his own story by stating that he signed the note in 1924. The Post Office said Mr. Losely would affix a stamp to a blank document, but not to a partly signed note, and this stamp was not put on until some ten months later than when defendant said he signed the note.

His Lordship agreed, and after further questioning the defendant, gave judgment for the plaintiff for \$150 principal, plus interest amounting to \$138, making a total of \$288.

LEIPZIG FAIR.

A PEEP INTO VOLIAN'S WORKSHOP.

The power of Germany as an industrial nation is well portrayed in a cinematograph film of the great annual Fair at Leipzig. This film, which is an excellent advertisement for German goods, is being shown all over the world.

As an illustration of the present sound condition of Germany's trade and industry, it is stated that the number of exhibitors at the Fair and the quantity of the goods displayed has increased very considerably since pre-war days.

The most interesting part of the film is that dealing with the machine tool industry. The Germans have long been leaders in mechanical development, and here they are shown working monster machines that cut and beat, roll and stamp. A crude-looking crank for a motor car or an aeroplane is brought to perfection of finish in a machine almost as large as a ship's engine; sardine tins are automatically sealed without solder and drop-forgings are made. The industrial power that once sent a stream of heavy armaments from Krupp's Works at Essen has now been directed into another channel—a channel that leads to higher civilization instead of to the destruction of civilization.

Masterpieces in pottery and in porcelain are shown; scores of thousands of books, toys—at the manufacture of which Germany was once without a rival; textiles, glass and ceramics; in a word, all the products of a great industrial nation.

The picture gives several aerial views of the city and scenes during the Fair. Journalists and distinguished visitors from all parts of Europe are seen arriving.

(Continued on next column.)

WOULD-BE HANGMEN.

RUSH FOR JOB THAT WAS NOT VACANT.

MONTREAL. Canada's Department of Justice has been deluged with applications for the post of executioner as a result of an unfounded report that Arthur Ellis, who has presided over most executions for the past ten years, has decided to retire and write his reminiscences.

Mr. L. A. Lapointe, the Minister of Justice, announced to a delegation of the Canadian Prisoners' Aid Association that the misleading report had brought a shoal of letters from men who thought they were particularly qualified to act as hangmen. As a matter of fact the Department of Justice had nothing to do with the appointment, as it was the duty of the sheriff of each district in which the death sentence was pronounced to arrange for the execution.

Apart from its objects as a "commercial traveller" for Germany, the film is of remarkable interest. The Fair includes everything from the heaviest machinery to the most delicate optical instruments and the finest products of the loom and the craftsman.

"Come to Leipzig," says a circular. "You will get new ideas which will very much exceed your expectations. Even should your visit not lead to actual purchases—which possibly might in your interest and that of the exhibitors—it will by all means make you acquainted with modern working methods and will give you a good notion of what can be gained by the use of modern machinery."

The latter remark is true of the film itself. The film will be exhibited every morning at the Queen's Theatre for a period of ten days. During the exhibition, a full orchestra pays a nice compliment to Germany by rendering a fine selection of German light music, including "Yales of Hoffmann" and "The Blue Danube."

(Continued on next column.)

THE WORLD'S SHIPPING.

171 MORE MOTOR VESSELS.

LEAGUE OF NATIONS
MEMORANDUM.

In preparation for the International Economic Conference to be held on May 4th at Geneva a memorandum on shipbuilding has just been published by the League of Nations containing information on the state of the industry in the principal seafaring countries of the world.

According to this memorandum the world's building capacity to-day—excluding the United States—is about 6 million tons. The world tonnage of 1925 was over 64 million tons against 47 million tons in 1913, while the real world demand is probably not more than 55 million tons; for some years to come the maximum production figure is likely to remain between 1½ and 2½ million tons.

The immediate future of the industry in each country is likely to depend not only on the rate of scrapping of old ships and on the general demand for tonnage but also on the demand for new types of vessels.

Sequel To Higher Speed.

New construction is influenced by the increasing use—for reasons of economy—of motor vessels and of larger ships in all classes. At the end of June 1926 there were on Lloyd's Register 45 motor ships each of more than 1,000 tons gross against 19 at the end of the same month in 1925; in September 1926 there were 171 seagoing motor vessels under construction in the world with a total tonnage of 869,500.

Another sequel of this development in shipbuilding is the increasing demand for tankers for carrying oil in bulk, of which there was a total tonnage of 5,665,000 in 1926 against 1,479,000 in 1914.

Certain special reasons operative since the war explain, it is stated, the contraction in the demand for tonnage as for instance the higher speed of vessels, increasing the number of trips made per year by individual ships. Tramp tonnage, especially, tends to become less profitable.

BAT-HUNTER'S FATE.

SKELETON IN CHURCH TOWER
FOR 40 YEARS.

VIENNA.—Workmen sent up to repair the church tower at St. Xavier's Church in Agram found a complete human skeleton.

As the skull had been much injured it was at first supposed that a crime had been committed, but some old people recalled that many years ago a young man named Bosilgai who had given much of his time to bat-hunting, selling the creatures to the superstitious as valuable for their efficacy in witchcraft, had suddenly disappeared and never been heard of again.

Police inquiries and examination of the tower proved that this was the skeleton of Bosilgai, who had evidently been climbing at night inside the roof of the tower some forty years ago and had fallen upon his head, striking a stone ledge. The tower garret where his remains lay can be reached only through a gap in the stonework, as the trapdoor, formerly approached by a ladder which no longer exists, is rusted and fixed.

A letter from his betrothed was found in the remnant of his jacket. She has been long dead.

SUNRISE AND SUNSET IN
HONG KONG.

FOR MAY, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

	Sunrise.	Sunset.
May 4th.....	5.50 a.m.	6.51 p.m.
5th.....	5.49	6.52
6th.....	5.48	6.52
7th.....	5.48	6.52
8th.....	5.48	6.53
9th.....	5.47	6.53
10th.....	5.46	6.53
11th.....	5.46	6.54
12th.....	5.45	6.54
13th.....	5.45	6.55
14th.....	5.44	6.55
15th.....	5.43	6.55
16th.....	5.43	6.56
17th.....	5.43	6.56
18th.....	5.42	6.57
19th.....	5.42	6.57
20th.....	5.41	6.58
21st.....	5.41	6.58
22nd.....	5.41	6.59
23rd.....	5.41	7.00
24th.....	5.40	7.00
25th.....	5.40	7.00
26th.....	5.40	7.01
27th.....	5.40	7.01
28th.....	5.39	7.02
29th.....	5.39	7.02
30th.....	5.39	7.02
31st.....	5.39	7.03

CONDITION OF LONDON
DOCKS.TRADERS' DEMAND FOR
BETTER APPROACHES.REPRESENTATIONS TO
GOVERNMENT.

The London Chamber of Commerce is again actively engaged in calling the attention of the Government to the urgent need for the improvement of the roads and approaches to the London Docks. In a statement just issued, it is recalled that in March 1924, following a largely-attended public meeting at the Cannon Street Hotel, a deputation from the London Chamber of Commerce and other trading organizations, headed by Lord Kysant, the then President of the Chamber, waited upon the Minister of Transport, to urge the need for proceeding, without delay, with the Victoria Dock Road scheme, which had already been adopted by the Ministry. The facilities for transporting goods by road to and from the docks had not kept pace with the developments in the Port of London, and were, in fact, rapidly deteriorating while improvements in the port were continually being made.

Assurances were given by the Minister, the statement proceeds, that the work would be put in hand at the earliest possible date, but the passage of the London Traffic Bill and the provision of alternative housing accommodation for persons who might be dispossessed of their tenements by demolition, were conditions precedent to any work being commenced. The London Traffic Act came on to the Statute Book in 1924 and other Acts to provide for improvement schemes have since been passed, added to which large sums have been contributed to the Road Fund by motor traffic users, but no provision has yet been made for carrying out this work, vitally essential to the overseas trade and commerce of London.

Road Congestion.

"During the time which has elapsed since the Victoria Dock Road scheme was drawn up, the congestion on the roads to the docks has been steadily increasing, and last year, according to the report of the Administration of the Road Fund, the point at which the highest average daily weight of traffic passed was near the iron bridge over the River Lea, where 45,498 tons were observed to pass during a period of 24 hours. Repeated representations have been made by the Chamber to the Government, and both the London and Home Counties Traffic Advisory Committee and the recent Royal Commission on Cross-River Traffic have strongly recommended the carrying out of the scheme. In these circumstances, and in view of the rumours of intentions of the Government regarding the Royal Commission's recommendations, the Chamber has addressed the following letter to the Minister of Transport:—

"Sir,—I am instructed by the Executive of this Chamber to refer to the correspondence which passed between us in October and November last, with reference to the scheme for improving the roads and approaches to the docks.

The Chamber has noted with satisfaction that the strongly worded recommendation of the London and Home Counties Traffic Advisory Committee—na to the urgency of the Victoria Dock Road scheme has since been endorsed by the Royal Commission on Cross-River Traffic in London. References have, however, recently appeared in the Press as to the possible intentions of the Government regarding the recommendations of the Royal Commission, and while the Chamber recognizes the great importance of all those recommendations, it wishes again strongly to emphasize the urgency of the Victoria Dock Road scheme. In the view of the Chamber, none of the other schemes put forward by the Commission, is of equal importance to the trade and commerce of London.

I am instructed therefore, to express the hope that H.M. Government will see its way to make an early pronouncement to the effect that the Victoria Dock Road scheme will shortly be put in hand.—Yours faithfully,
(Sd.) A. DE V. LEITH (Secretary)."

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Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietor: MARTIN, Chemist, Southampton, England.

PHILIPPINES FREIGHT
TARIFF.

No. 9, DATED 7th MARCH, 1927.

ADDENDUM No. 4.

PART I.

THE ADDITIONAL RATE for
HEMP to AARHUS is as
follows:—

Add to Rate of Freight shown in Second Part of Tariff.
HEMP
a. d.
Page 9—(Direct 12/6
AARHUS) (With Transshipment, 12/6
MANILA, CEBU AND ILOILO, 3rd May, 1927. [4888]

NORDEUTSCHER LLOYD,
BREMEN.

THE Steamer "COBLENZ" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained. All Goods remaining undelivered after the 10th of May, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Asho at 10 a.m. on the 6th of May, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Underigned for countersignature.

MELCHERS & CO.,
Agents,
NORDEUTSCHER LLOYD BREMEN,
Hong Kong, 3rd May, 1927. [4888]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM & CONTINENTAL PORTS VIA SINGAPORE.

CONSIGNEES per Co's Steamer are hereby notified that the Cargo having arrived per s.s. "AENEAS" from Singapore will be discharged into the Godown, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at the Godown. The Cargo will be ready for Delivery from Godown on and after 2nd May.

Options Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 9th May, will be subject to Rent. All Claims against the Steamer must be presented to the Underigned on or before the 23rd May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 1st May, 1927. [4880]

HONG KONG METEOROLOGICAL
REGISTER.

Hong Kong Observatory, May 3rd.				
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.	On Date at 8 p.m.
Barometer...	29.75	29.81	29.88	
Temperature...	74	73	74	
Humidity...	95	90	82	
Wind...				
Direction	Calm	Calm	ESE	
Force	0	0	8	
Weather	OMR	OM	O	
Rain	1.09	0.00	0.02	
Highest open-air Temperature, 2nd: 78				
Lowest open-air Temperature, 3rd: 72				

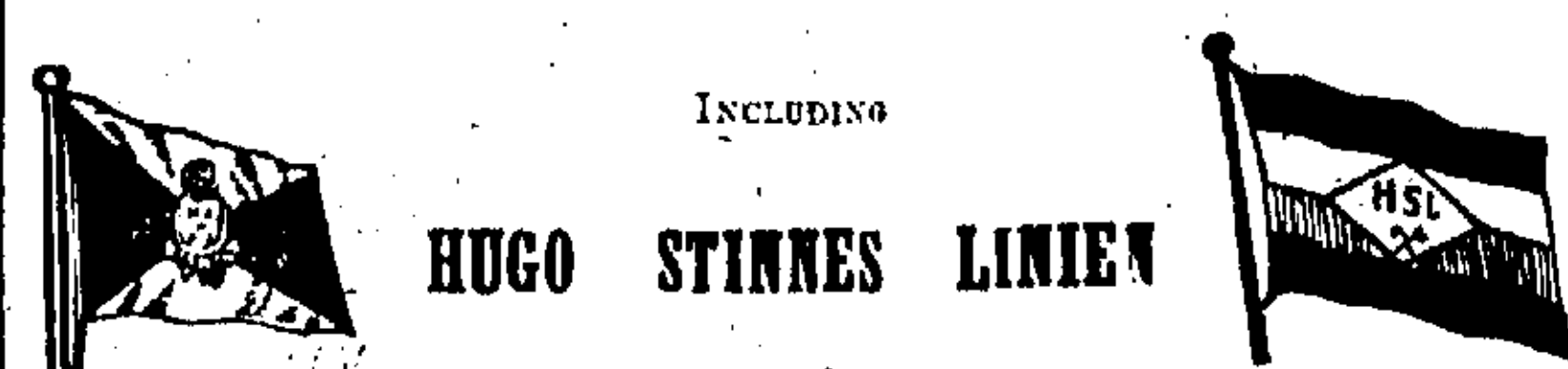
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From May 4th to 10th, 1927.

Day of Week	Date of Month	High Water.		Low Water.	
		Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Wed.	4	h. m.	ft. in.	h. m.	ft. in.
		4 10 30	7 2	4 18 30	3 0
Thur.	5	m 0 49	4 5	5 42 38	8 8
		m 11 5	7 1	6 43 10	1 0
Fri.	6	m 2 13	4 1	m 5 2	8 7
		m 11 48	6 8	7 49 13	8
Sat.	7	m 3 57	4 0	m 5 17	8 9
		0 25 6	4 9	3 15	
Sun.	8	No info. h. w.	No info. l. w.	1 12 6 0	10 14 1 6
Mon.	9	No info. h. w.	No info. l. w.	3 12 5 6	11 16 1 7
Tues.	10	m 7 43	4 7	m 11 3	4 4
		5 7 5 4			

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COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Japan:—
S.S. "PREUSSEN" (H.A.L.) due here on or about the 7th May
S.S. "TIRPITZ" (H.S.L.) due here on or about the 11th May
M.S. "RAMSES" (H.A.L.) due here on or about the 3rd June

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "HESSEN" (H.A.L.) sailing from here on or about the 15th May
S.S. "PREUSSEN" (H.A.L.) sailing from here on or about the 7th June
M.S. "RAMSES" (H.A.L.) sailing from here on or about the 9th July
* Calling at Valencia, Rotterdam and Hamburg.
* Calling at Rotterdam and Hamburg.
* Calling at Genoa, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street.

Tel. C. 2225.

[18]

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CHEMISTS.

COMPAGNIE DES MESSA-
GERIES MARITIMES.FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENRINNES"

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Underigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hong Kong, 2nd May, 1927. [4878]

CONSIGNEES per Co's Steamer "AENEAS" are hereby notified that the Cargo will be discharged into the Godown, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at the Godown. The Cargo will be ready for Delivery from Godown on and after 2nd May.

Options Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 9th May, will be subject to Rent. All Claims against the Steamer must be presented to the Underigned on or before the 23rd May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hong Kong, 29th April, 1927. [4866]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "AENEAS" are hereby notified that the Cargo will be discharged into the Godown, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at the Godown. The Cargo will be ready for Delivery from Godown on and after 2nd May.

Options Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 9th May, will be subject to Rent. All Claims against the Steamer must be presented to the Underigned on or before the 23rd May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 1st May, 1927. [4879]

NORDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Regular fast four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG
S.S. "COBLENZ" ... S.S. "FULDA" ... S.S. "TRIER" ... S.S. "GOTHA" ... S.S. "SAARBRUECKEN"	31st May, 1927. 28th June, .. 27th July, .. 24th August, ..	28th May, 1927. 25th June, .. 23rd July, .. 22nd August, .. 17th Sept. ..

Regular fast four-weekly Freight Service.

CARRYING ALSO A LIMITED NUMBER OF PASSENGERS	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND JAPAN	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG
S.S. "SCHWABEN" ... S.S. "BERENAK" ... S.S. "FRANKEN" ... S.S. "KOENIGSBERG"	10th May, 1927. 16th June, .. 14th July, ..	9th June, 1927. 11th July, ..

For Freight, Passage and further Particulars, please apply to:—

MELCHERS & CO.,
Telephone C. 4557.
8, Queen's Building, Chater Road.
HONG KONG. [20]



Regular fast four-weekly Freight Service.

STRAMERS	FROM	EXPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJSONDARI ... TIJLWONG ... TIJKABANG ... TIJKEBANG ... TIJSALAK ... TIJSARORA ... TIJKARANG ...	N. C. & AMOY ... JAVA, MACASSAR ... JAVA, MACASSAR ... BATAVIA ... S'HAL & AMOY ... JAVA, MACASSAR ... BATAVIA ... SHANGHAI	8th May ... 9th .. 13th .. 15th .. 18th .. 23rd .. 28th .. 30th ..	10th May ... 12th .. 16th .. 18th .. 19th .. 26th .. 2nd June .. 2nd ..	MACASSAR & JAVA ... AMUT & N. CHINA ... SAIGON ... SHANGHAI ... BATAVIA ... AMUT & N. CHINA ... SHANGHAI ... BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

ON SALE.

Dr. LECLERC'S PILLS FOR THE LIVER & KIDNEYS.
ON SALE.

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ON SALE.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	... "SHANSI"	On 4th May, 6 p.m.
HAIPHONG & JAVIA	... "TAIKOOWANYI"	On 5th May, 6 a.m.
HAIPHONG & HAIPHONG	... "TRAY"	On 5th May, 10 a.m.
SWATOW & SHANGHAI	... "LINAN"	On 6th May, 3 p.m.
SHANGHAI & TSINGTAO	... "SINKIANG"	On 7th May, 6 a.m.
AMOY, SWATOW, SINGAPORE & BANGKOK	... "KWEITANG"	On 8th May, 6 a.m.
SWATOW & BANGKOK	... "KALGAN"	On 8th May, 10 a.m.
SWATOW, SHANGHAI, NEWCHOW & DALNY	... "LIANGCHOW"	On 8th May, Noon
AMOY, SHANGHAI & TSINGTAO	... "SUNNING"	On 10th May, 6 a.m.
NINGPO & SHANGHAI	... "NINGPO"	On 10th May, 6 p.m.
WEIHAUWEL, CHEFOO & TIENTSIN	... "HUICHOW"	On 11th May, 4 p.m.
SWATOW & SHANGHAI	... "CHENAN"	On 12th May, 6 a.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	On 14th May, 6 a.m.
AMOY, SWATOW & SINGAPORE	... "ANKING"	On 15th May, 6 a.m.
SWATOW & BANGKOK	... "KIANGSU"	On 15th May, 10 a.m.
SWATOW, SHANGHAI, NEWCHOW & DALNY	... "KANCHOW"	On 15th May, 3 p.m.
AMOY, SHANGHAI & TSINGTAO	... "SOOCHOW"	On 17th May, 6 a.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To 860 SINGLE and 800 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Telephone Central 35.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"		
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.		
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.		
STEAMER	Due Hong Kong on or about	Sailing hence on or about
TAIPING	10th May	17th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	8th August	16th August

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Telephone: Central 36.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "EUMAEUS"	... Via Suez Canal	8th May.
S.S. "ELPENOR"	... Via Suez Canal	9th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG. HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "JAPANESE PRINCE" ... 5th May, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19]

M.M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats). Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—S.S. "EL-KIANG" ... 6th May. "MIN" ... 15th June.

S.S. "LT. ST. LOUBERT-BIE" due to arrive from DUNKIRK, LONDON, HAVRE about the 22nd May.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
----------	--------------------------	---	--

CHENONCEAUX	... A	10th May	24th May
ATHOS II	... A	10th May	7th June
D'ARTIGNAN	... A	24th May	21st June
ANTOINE	... B	24th May	21st June
PORTHOS	... A	7th June	5th July
SPHINX	... A	20th May	21st June

RATES OF PASSAGE MONEY TO MARSEILLES (including Table Wine and Free Doctor's Attendance). 1st Class (1st Class) 99. 0d. 0d. 2nd Class (1st Class) 85. 0d. 0d. 3rd Class (1st Class) 70. 0d. 0d. 4th Class (1st Class) 55. 0d. 0d. Through Tickets to London and Leading Towns of Europe. Accommodations reserved in the Trains at Marseilles. (Sailings subject to alteration without notice.) For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES, 3, Quai de Commerce, CONSIGNATION—TRANSHIP—REPRESENTATION. [19]

Shipping News Arrivals and Departures, etc.

ARRIVALS.	
May 2nd.	
Albert Sarrant, French str., 1,131 tons, Capt. T. B. Poggi, from Saigon, with flour and rice, lying at buoy No. B47.—Hau, Yuen Hong.	
Huach Cheng, Chinese str., 1,623 tons, Capt. B. Schreiber, from Saigon, with a general cargo, lying at buoy No. B23.—Yee Cheong S.S. Co.	
Kasugisan Maru, Japanese str., 1,423 tons, Capt. S. Ushijima, from Keelung, with a cargo of coal, lying at buoy No. C53.—M.B.K.	
Pronto, Norwegian str., 1,233 tons, Capt. Bj. Moller, from Bangkok and Kohsichang, with a cargo of rice, lying at buoy No. C46.—Kin Tye Loong.	
Ranpon Maru, Japanese str., 5,059 tons, Capt. H. Aizawa, from Moji, with 2,774 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.	
Tak Hing, Chinese str., 105 tons, Capt. Cheng Yung Fat, from Amoy, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi Co.	
April 3rd.	
Coblenz, German str., 5,393 tons, Capt. W. Aither, from Hamburg and Manila, with a general cargo, lying at Kowloon Wharf. Melchers & Co.	
Cremor, Dutch str., 2,764 tons, Capt. H. G. Blits, from Deli via Singapore, with a general cargo, lying at buoy No. A4.—J.C.J.L.	
Hector, British str., 6,840 tons, from Shanghai, with a general cargo, lying at buoy No. A3.—B. & S.	
Lisbon Maru, Japanese str., 4,307 tons, Capt. T. Goto, from Kobe, with a cargo of sugar, lying at buoy No. A8.—N.Y.K.	
Lushan Maru, Japanese str., 1,517 tons, Capt. T. Yasukawa, from Shanghai and Swatow, with a general cargo, lying at buoy No. C37.—N.Y.K.	
Shansi, British str., 1,228 tons, Capt. C. Stringer, from Canton, lying at buoy No. C40.—B. & S.	
Washing, British str., 1,170 tons, Capt. C. Alexandre, from Shanghai and Swatow, with 411 tons of general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.	

DOLLAR STEAMSHIP LINE AND AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)
JOINT TRANS-PACIFIC SERVICE
A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.
THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.
"THE SUNSHINE BELT"

PRESIDENT LINCOLN ... Tuesday, May 10th
PRESIDENT CLEVELAND ... Tuesday, May 24th
PRESIDENT PIERCE ... Tuesday, June 7th
PRESIDENT TAFT ... Tuesday, June 21st
PRESIDENT JEFFERSON ... Tuesday, July 5th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE
SPECIAL LOW RATES
Via San Francisco or Seattle
£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES
Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
----------------	-----	---------------------------	--------------	-------------

May 4	Seattle	Aquitania	May 31	C'brg-S'mptn June 6
May 10	San Francisco	Leviathan	June 11	110'brg-S'mptn June 17
May 18	Seattle	Geo. Washington	June 18	18'P'mth-C'brg June 23
May 24	San Francisco	Majestic	June 25	25'brg-S'mptn July 1
June 1	Seattle	Leviathan	July 2	2'brg-S'mptn July 8
June 7	San Francisco	Olympic	July 13	13'brg-S'mptn July 16
June 15	Seattle	Geo. Washington	July 13	13'P'mth-C'brg July 21
June 21	San Francisco	Imperial	July 23	23'brg-S'mptn July 29
June 29	Seattle	Leviathan	Aug. 1	1'P'mth-C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	6'brg-S'mptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	10'brg-S'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	20'P'mth-C'brg Aug. 26

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.
"THE FAST SHORT ROUTE"

PRESIDENT JEFFERSON ... Wednesday, May 10th, 9 a.m.
PRESIDENT GRANT ... Wednesday, May 18th, 9 a.m.
PRESIDENT MADISON ... Wednesday, June 1st, 9 a.m.
PRESIDENT JACKSON ... Wednesday, June 15th, 9 a.m.
PRESIDENT McKINLEY ... Wednesday, June 29th, 9 a.m.

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT GARFIELD ... Tuesday, May 16th, 8.00 a.m.
PRESIDENT HARRISON ... Tuesday, May 24th, 8.00 a.m.
PRESIDENT MONROE ... Tuesday, June 7th, 8.00 a.m.
PRESIDENT WILSON ... Tuesday, June 21st, 8.00 a.m.
PRESIDENT VAN BUREN ... Tuesday, July 5th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT LINCOLN ... May 4th, 8.00 a.m.
PRESIDENT GARFIELD ... May 10th, 8.00 a.m.
PRESIDENT CLEVELAND ... May 16th, 8.00 a.m.
PRESIDENT HARRISON ... May 24th, 8.00 a.m.
PRESIDENT MADISON ... May 30th, 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.
GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (Ground Floor).
Telephone: Central 2477, 2478 & 796.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.		
CANTON	... "WAISHING"	Wednesday, 4th May, at 7 a.m.
TSINGTAO via SWATOW	... "HOPSANG"	Wednesday, 4th May, at 7 a.m.
TSINGTAO via SWATOW	... "WAISHING"	Sunday, 8th May, at 7 a.m.
TSINGTAO via SWATOW	... "HANGSANG"	Sunday, 8th May, at 7 a.m.
SANDAKAN	... "MAUSANG"	Monday, 9th May, at 3 p.m.
TSINGTAO via SWATOW	... "MINGSANG"	Wednesday, 11th May, at 7 a.m.
KOBE via AMOY & MOJI	... "FOOKSANG"	Thursday, 12th May, at 7 a.m.
SHANGHAI	... "CHEONGSHING"	Saturday, 14th May, at 7 a.m.
STRAITS & CALOUTTA	... "LAISANG"	Saturday, 14th May, at 3 p.m.
TSINGTAO via SWATOW	... "KWONGSANG"	Sunday, 16th May, at 7 a.m.
TSINGTAO via SWATOW	... "LEBSANG"	Wednesday, 18th May, at 7 a.m.
STRAITS & CALOUTTA	... "HOSANG"	Tuesday, 24th May, at 3 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
Telephone: Central No. 215. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.
LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE"	... 4th May.
Motor Vessel "GLENBEG"	... 31st May.
Steamship "CARNARVONSHIRE"	(via Oran) 29th June.
Steamship "PEMBROKESHIRE"	(via Oran) 27th July.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENARA"	... Due Hong Kong.
Steamship "CARNARVONSHIRE"	... 8th May.
Motor Vessel "GLENSHIRE"	... 14th May.
Steamship "PEMBROKESHIRE"	... 28th May.
Steamship "GLENIFFER"	... 11th June.

For Freight, Passage and further Particulars, apply to:
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD. [9]

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK AND BOSTON VIA SUEZ.
"WRAY CASTLE" ... sails on or about 18th May

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.

REDUCED PASSAGE RATES
BRINDISI, VENICE & TRIESTE ... £72. 10s. 0d.
LONDON ... £80. 0s. 0d.

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ROMOLO"	... Sails on or about 28th May
M.V. "VIMINALE"	... Sails on or about 28th June

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "ESQUILINO"	... Sails on or about 6th May
S.S. "VENEZIA"	... Sails on or about 31st May
M.V. "ROMOLO"	... Sails on or about 29th June
M.V. "VIMINALE"	... Sails on or about 26th July

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	... Sails from Calcutta 3rd June
S.S. "UMVOLOSI"	... Sails from Calcutta 30th June

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—
DODWELL & CO., LIMITED.
Telephone: Central 1090. Agents. [17]

DOUGLAS STEAMSHIP CO., LIMITED.

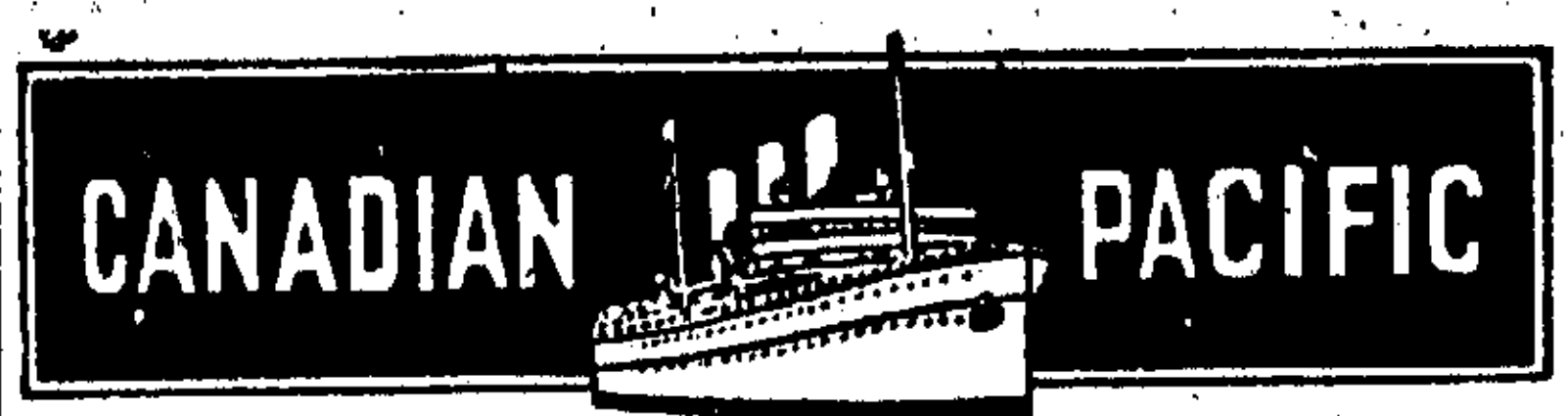
HONG KONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIPHONG	... Thursday, the 5th May, at 1 p.m.
HAIPHONG	... Tuesday, the 10th May, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Fookchow (Pagoda Anchorage) or vice versa and return by the same steamer at the reduced rate of \$80.00 including meals while the steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LARPAK & CO.,
General Managers.



QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA AND VANCOUVER

SAILINGS 1927.

STEAMERS.	H. Kong.	S'hal.	Kobe	Y'hama.	V'ancouver.
EMPERESS OF ASIA	May 11	May 14	May 17	May 20	May 23
EMPERESS OF CANADA	June 1	June 4	June 7	June 10	June 13
EMPERESS OF RUSSIA	June 22	June 25	June 28	July 1	July 4
EMPERESS OF ASIA	July 13	July 16	July 19	July 22	July 25
EMPERESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 15
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 5
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Sept. 26
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 17

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

RAILWAY TRAVEL DE LUXE

THE TRANS-CANADA LIMITED.

The longest-distance all-sleeping car train on the North American Continent, offers a through unbroken service between the Pacific and Atlantic with no change of cars.

VANCOUVER TO TORONTO 83 HOURS 10 MINS.
VANCOUVER TO MONTREAL 88½ HOURS.

THE MOUNTAINEER.

A daily solid through train of coaches, standard sleeping cars, dining cars and compartment observation sleeping car.

VANCOUVER TO CHICAGO 83½ HOURS.

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TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
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SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*SIBERIA MARU (calls Keelung) ... Sunday, 15th May, at 10 a.m.
TAIYO MARU ... Tuesday, 31st May.
* Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... Wednesday, 8th June, at Noon

MARSHALLS, LONDON, ANTWERP & ROTTERDAM via Ports.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU (calls Zamboanga) ... Wednesday, 25th May, at 11 a.m.
TANGO MARU ... Wednesday, 22nd June

NEW YORK and/or BOSTON via PANAMA.
TSUYAMA MARU ... Saturday, 14th May
ATAGO MARU ... Saturday, 23rd May

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DAKAR MARU (calls Saigon) ... Sunday, 15th May

Buenos Aires via Singapore, Mombasa, Delagoa Bay, Durban, Algoa Bay, Cape Town, Rio de Janeiro & Santos.
WAKASA MARU ... Saturday, 28th May

BOMBAY via Singapore, Penang & Colombo.
SEIYO MARU (calls Penang) ... Thursday, 12th May

CALCUTTA via Singapore, Penang & Rangoon.
NAGATO MARU ... Tuesday, 10th May
OSAKA MARU (omit Calcutta) ... Saturday, 14th May

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 21st May

SHANGHAI, KOBE & YOKOHAMA.
DELAGO MARU ... Saturday, 7th May
NAGANO MARU (direct Moji) ... Tuesday, 10th May
FUSHIMI MARU ... Monday, 16th May
GENOA-MARU ... Thursday, 19th May

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 293 (Private exchanges to all Depts.). [7]



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THE MOTOR SHIP

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Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS NORMAL.
THROUGH CARGOES DOWN.

The arrivals during the 24 hours ended at 9 a.m. yesterday showed a decrease and freights imported and carried for ports beyond were also down. Inward cargoes, however, were up to normal.

All the ten arrivals, discharged here, the total tonnage of freights unloaded being 12,389 tons. Of these, 1,998 tons were carried by two British steamers.

The two best returns were shown by the s.s. *Pronto* (Norwegian) and the *Albert Sarraut* (French). The former steamer accounted for 2,579 tons and the latter vessel was responsible for 2,500 tons. The *Pronto* came from Kolschlag and the *Albert Sarraut* from Saigon.

Through freights were manifested on five steamers. The total amount carried was 3,880 tons, with only 2,798 on two British vessels. The best returns were 3,370 tons on the s.s. *Coblenz* (German) from Manila, and 2,388 tons on the s.s. *Rangoon Maru* from Yokohama and Moji.

In addition to general cargoes, the *Rangoon Maru* also brought 400 cases of acid.

VESSELS EXPECTED.

Adriatus (Blue Funnel), due July 15th.

Agapenor (Blue Funnel), due May 25th.

Automedon (Blue Funnel), due May 20th.

Desnos (Melchers), due May 19th.

Devotion (Blue Funnel), due June 25th.

Emil Kirdorf (Hugo Stinnes), due to-morrow.

Empress of Asia (C.P.R.), due May 9th.

Empress of Canada (C.P.R.), due May 16th.

Fulda (Melchers), due May 31st.

Helorus (Blue Funnel), due June 23rd.

Isim (Blue Funnel), due July 3rd.

Kalyan (P. & O.), due June 9th.

Kashgar (P. & O.), due July 7th.

Kashmir (P. & O.), due May 12th.

Kidderpore (P. & O.), due to-day, about 6 p.m.

Macedonia (P. & O.), due June 23rd.

Machanon (Blue Funnel), due June 12th.

Mantua (P. & O.), due May 26th.

Mirzapore (P. & O.), due May 10th.

Nelore (P. & O.), due June 23rd.

Norora (P. & O.), due June 28th.

Orestes (Blue Funnel), due June 3rd.

Patroclus (Blue Funnel), due June 22nd.

Persius (Blue Funnel), due July 7th.

Phemius (Blue Funnel), due May 11th.

Preussen (Jebson), due May 7th, daylight.

Rauwalpindi (P. & O.), due July 21st.

Santia (B.I. & Apcar), due May 15th.

Sarpedon (Blue Funnel), due May 25th.

St. Albans (E. & A.), due June 6th.

Takliwa (B.I. & Apcar), due May 6th.

Tanda (E. & A.), due May 7th.

Tantalus (Blue Funnel), due May 11th.

WATERFRONT NEWS

CHINESE PASSENGER TRAFFIC.

CROWD AT THE MARINE COURT.

RIVER STEAMER CHANGES.

[BY LONGSHOREMAN.]

Generally the Marine Court at the Harbour Office is deserted after 11 a.m., but yesterday, it was crammed with solicitors, ship owners, masters, pilots and others, including three pressmen.

A full Court of Inquiry was held into the collision between the s.s. *Wing On* and the *Anjou* at Whangmoon, and as such enquiries occur very seldom every available seat was occupied by persons interested in the proceeding. A report of the case will be found elsewhere.

Ad. Early Morning Plunge.

A Chinese passenger on the s.s. *Sinking* apparently took an early morning plunge yesterday, for he was seen struggling in the water by an officer on board the s.s. *Bellerophon*, who at once had a boat lowered and the man fished out.

The early swimmer was handed over to the Police. He said he was an ex-soldier but would give no account as to how he had got into the water.

Chinese Passenger Traffic.

The official weekly return issued by the Harbour Authorities showed that 11,000 Chinese passengers entered into the Colony in excess of the number leaving.

The figures showed that during the week ended on April 24th, there were 35,373 arrivals by river steamers and 25,841 departures. By ocean going vessels there were 9,773 arrivals and 8,946 departures.

Yesterday Chinese passengers were brought into the Colony by five vessels and the number of arrivals was unusually high, being in all 2,345. Of these, 2,105 were returned emigrants from Singapore. They came by the m.v. *Cremer* and the majority of them will be taken back to their native places in Amoy or Foochow.

Dangerous Goods.

Cargoes classified as dangerous were brought by the following vessels:—The s.s. *Benrines*, from London and Singapore, 184 tons of Government explosives, and the *Rangoon Maru*, from Yokohama and Moji 400 cases of acid.

Two Deaths On S.S. "Kwelyang." Two Chinese passengers who were bound for Hoihow by the s.s. *Kwelyang* died during the voyage. One died of beriberi and the other of tuberculosis.

S.S. "Kidderpore" Dues To-day. The s.s. *Kidderpore*, of the Peninsular and Oriental line, is due early this morning from Shanghai.

Fog Horn At Tsingtau Harbour.

According to a notice issued by the Harbour and Wharf Administration at Tsingtau the Fog Horn attached to the red conical gas-lighted buoy No. 12, located in Lat. 36deg. 2ft. 27in. N. Long. 120deg. 19ft. 24in. E.; at a distance of 4 cables Southwest of Hui-chuen Point in the Harbour of Tsingtau, will be sounded continuously from April 1st, 1927, until July 31st, 1927, for a period of 4 months.

River Steamer Changes.

There have been several changes of officers on the steamers of the Hong Kong, Canton and Macao Steamboat Company following the departure of Captain Prigent, of the s.s. *Taishan*, on leave. Chief Officer Madden of the s.s. *Lungshan* has become master of that vessel, and Second Officer Hales has gone Chief Officer of the *Lungshan* from the *Fatshan*. Captain Thompson of the *Kinshan* has been appointed to the *Taishan*, and Captain Bell Smith reverts to command of the *Kinshan*, his previous post being master of the *Lungshan*.

Fire On "Khiva."

A fire occurred in the forecastle of the P. & O. *Khiva* at Shanghai. Two engines from the Central Fire Station, one engine from Hong-kew and the fire-boat attended. The fire was found to have originated in some ropes and gear stored in the forecastle and was soon extinguished.

Miscellaneous.

The *Shingo Maru*, N.Y.K. line, left yesterday for San Francisco via ports and carried nearly one hundred passengers and also mail for Northern ports, Japan and America and for Europe via Siberia.

Another ship leaving with good passenger bookings was the s.s. *President Jefferson*, which also carried mail for Shanghai, Japan, America, Canada and Europe via Victoria.

The *Delta*, also left for London with passengers and Home mail via Marseilles. To-day the Blue Funnel Line s.s. *Hector* leaves for Home and will take mail via Marseilles.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kidderpore* left Shanghai for here on April 30th at 8 a.m., and is due this (Wednesday) afternoon at about 6 a.m.

The s.s. *Emil Kirdorf* (Hugo Stinnes Line) left Shanghai on Monday at 2.30 p.m., and is due in Hong Kong to-morrow (Thursday) afternoon.

The E. & A. s.s. *Tanda* left Manila for this port on the afternoon of the 2nd inst., with the outward Australian mails, and is due here to-morrow at about daylight. She will leave for Moji, Kobe and Yokohama on Friday, May 6th, at 5 p.m.



AGENTS FOR—

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF WELLINGTON" Havre, Rotterdam & Hamburg ... 5th May.
S.S. "CITY OF PEKIN" ... Havre, London, & Hamburg ... 6th June.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"KIDDERPORE"	5,334	4th May, 4 p.m.	Singapore, Penang & Bombay.
"LAHORE"	5,252	11th May	Marseilles, London & Antwerp.
"NELLORE"	5,853	14th May	Marseilles, London & Antwerp.
"JEYPORE"	5,318	20th May	Marseilles, London & Antwerp.
"NYANZA"	7,023	25th May	S'pore, Penang, Colombo, B'way & Karachi.
"MOREA"	10,198	28th May	Marseilles and London.
"KASHMIR"	9,005	11th June	Marseilles and London.
"MANTUA"	10,902	25th June	Marseilles, London and Antwerp.
"KALYAN"	9,144	9th July	Marseilles, London and Antwerp.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"KARMALA"	9,123	3rd Sept.	Marseilles, London, & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons.	From Hongkong (about)	Destination.
"TILAWA"	10,000	6th May, 11 a.m.	Singapore, Penang and Calcutta.
"TAKLIWA"	10,000	11th May	do.
"SANTHA"	7,764	17th May	do.
"TALAMBA"	8,048	10th June	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,956	3rd June	Manila, Sandakan, Iloilo, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st July	do.
"ARAFURA"	6,990	29th July	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand. Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,956	6th May, 5 p.m.	Moji, Kobe and Yokohama.
"MIRZAPORE"	6,715	10th May	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	12th May	Shanghai, Moji and Kobe.
"MANTUA"	10,946	26th May	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th June	Moji, Kobe, Osaka & Yokohama.
"KALYAN"	9,144	9th June	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	24th June	Shanghai, Moji and Kobe.
"NOVARA"	6,989	28th June	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,990	5th July	Moji, Kobe Osaka & Yokohama.
"KASHGAR"	9,005	8th July	Shanghai, Moji, Kobe and Yokohama.
"RAWALPINDI"	16,619	22nd July	Shanghai.
"KHYBER"	9,114	5th Aug.	Shanghai, Moji, Kobe & Yokohama.
"MOREA"	10,953	19th Aug.	do.
"KHIVA"	9,135	2nd Sept.	do.
"MALWA"	10,989	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

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